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DIESEL RAILWAY TRACTION SUPPLEMENT

The February issue of The Railway Gazette *Supplement, illustrating and describing developments in Diesel Railway Traction, is now ready, price* 1s.

INDEX

An index to the eighty-third volume of The Railway Gazette *covering the issues from July* 6 *to December* 28, 1945, *has been prepared, and is now available free of charge on application to the Publisher*

TO CALLERS AND TELEPHONERS

Until further notice our office hours are: Mondays to Fridays, 9.30 *a.m. till* 5.30 *p.m.*
The office is closed on Saturdays

ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

Exports During December

IN December, exports at £43·5 millions reached the highest monthly total for 1945, but the President of the Board of Trade has issued a warning that December was not an average month and that a better picture of exports would be obtained by taking the averages for each two-monthly period. On this basis and excluding relief shipments, the figures since July are: July/August, £30·8 millions; September/October, £32·6 millions; and November/December, £33·6 millions. For November/December the monthly volume was less than half the 1938 monthly average, but he hoped that within three or four years exports would be sufficient to secure equilibrium in our balance of payments. Sir Stafford Cripps added that he was by no means disappointed with the progress made, although he admitted the difficulties in connection with the change-over from war to peace production were still in being. Exports are running at about the same level as pre-war, so far as value is concerned, but as against the goal which has been set for a 50 or 75 per cent. increase in volume, we are only about one-third of the way.

* * * *

Export Officers Appointed

The Board of Trade is appointing an export officer for each of the department's twelve regions, to encourage the expansion of export trade, but there is no evidence yet that anything approaching a comprehensive foreign trade policy has been formulated, and little guidance is being given export industries as to the markets they should seek. The risks which attach to haphazard exploitation of markets during the present period of acute hunger for goods of all kinds will become far more apparent when the seller's market becomes a buyer's market. Sir Stafford Cripps thinks that the best prospects for increasing exports exist in the engineering and metal trades; so far as these are industries on which a country with a high technical level should concentrate, he is right. Those industries, however, would be better pleased to receive more direct support in the way of labour and materials and a greater freedom of action than they enjoy at present.

* * * *

Sir Eustace Missenden's Five Points for S.R. Staff

In a message to the Southern Railway staff from Sir Eustace Missenden, the General Manager, which appears in the first issue of the year of the *Southern Railway Magazine*, he gives five points for the first year of peace. He urges the staff to remember that their company has emerged from the war with a reputation second to none. In the fairly long period, which cannot be easy, of getting into their stride again, he advises patience and good humour with the public. He emphasises that management and staff alike have to work very hard to get the Southern Railway back to its 1939 standard, and that they must all concentrate on operating and commercial efficiency. The older and more experienced members have to remember that it will be necessary to have a large intake of younger men and women, new to railway work, and that it will be incumbent on them to teach the new-comers the way to go, and help them to fit into the spirit of the railway service. Lastly, he urges that the staff should pay no heed to rumour and reports of change which will doubtless be talked about during the year, and to preserve a sense of balance and proportion, not allowing themselves to become worried by wondering how possible changes may affect them individually, and so forth.

* * * *

Sir Frederick Heaton on Nationalisation

In his review to the shareholders of Thomas Tilling Limited, Sir Frederick Heaton put forward the suggestion that if the railways are to function successfully, further restrictions will have to be imposed on road transport, or some other means found of supporting the railways; he added that there was no solution in sight apart from that which might be established through unification. Some four years ago he had prepared a memorandum on inland transport, and the Government proposals so far announced were much in line with his own, except that his scheme would have operated under a self-supporting national transport authority, with certain sectional

boards for road passenger transport. He was so far satisfied that unification was essential, that "if the only way it can be attained is by means of nationalisation, then so be it." Sir Frederick Heaton's support of unification of inland transport comes the more strangely from one who has had unpleasant experience of the results of a major transport unification experiment—the London Passenger Transport Board. Whether the junior securities of a national transport authority would prove more remunerative than has the "C" stock of London Transport, seems to us to be open to doubt.

* * * *

Canadian National Railways

The change from war to peace in Canada was reflected in last year's operation of the Canadian National Railways system. Mr. R. C. Vaughan, the Chairman & President, in his annual review, points out that to the end of August the revenue had been slightly larger than in 1944, but during September the trend was downward. There was, however, some decrease in operating expenses, and the cash surplus was $25,000,000, an increase of $2,000,000 over the 1944 surplus. Freight carried in 1944 was estimated by Mr. Vaughan at 79,900,000 tons, and passengers amounted approximately to 32,000,000. Operating revenues were $433,000,000, and operating expenses $354,800,000, giving a net operating revenue of $78,200,000. During the war increases in wages added approximately $40,000,000 to the C.N.R. payroll, as compared with 1939, and at the end of 1945 the total payroll was $221,520,000. Increases in prices of materials cost the railway $22,500,000 more than in 1939. Looking to the future, Mr. Vaughan said that there was reason to believe that there would be more work in Canada after the war than ever before, and although competition with other forms of transport would become keener, Canada still enjoyed a level of freight rates which on a per ton-mile basis was the lowest of any civilised country in the world.

* * * *

Anglo-Belgian Industrial Conversations

A wide range of subjects was discussed recently between a delegation representing the Central Industrial Committee of Belgium under its President, Mr. Van der Rest, and representatives of the Federation of British Industries under the leadership of Sir Clive Baillieu and Lord Dudley Gordon. Among a number of industries which were represented on each side were chemicals, engineering, iron and steel, textiles, and coal. The two delegations welcomed the limited return to private trading between the two countries announced in the middle of last year, but placed on record their regret at the extent to which State controls and purchases, as opposed to private trading, still entered into the exchanges between the two States, and urged that the two Governments should take the earliest opportunity of extending the scope of private trading. Examples of difficulties in the way of travel by business men were given as inadequate air transport facilities, unnecessary personal formalities, the filling of innumerable forms, and wasting time on formalities such as exit and entry and interrogation.

* * * *

Late Running on the L.M.S.R.

The Sunday Express last week-end completed its survey of late running on the four main-line railways and published an L.M.S.R. schedule of main-line running times and reasons for delays during the week January 25-31, excluding Sunday, January 27. We reproduce the schedule elsewhere in this issue, as during the past three weeks we have reproduced those relating to the other main-line companies. In general, the position which has been disclosed by *The Sunday Express* survey is in accord with well-known facts; that is to say, the late running of main-line trains is due, in large part, to forced use of inferior coal, lack of skilled staff, and wear and tear of mechanical equipment, arising from the wartime necessity to defer maintenance and renewals. So far as the L.M.S.R. schedule is concerned, it would appear that the St. Pancras to Manchester and St. Pancras to Sheffield services made quite a good showing, as also did the Euston to Holyhead service. In fact, a number of the services recorded in the schedule had punctuality records little worse than any normal peacetime running.

English Electric Multiple-Unit Stock for India

Lt.-Colonel R. B. Emerson, General Manager of the Great Indian Peninsula Railway, has completed a short visit to England, during which he has brought to its final stages the specification for the provision of additional electric multiple unit stock for the suburban services of his railway in the Bombay area. The Director-General, India Store Department, has agreed to place a contract with the English Electric Co. Ltd. for the supply of 32 vehicles, in sixteen two-car units. It is stated by the India Office that the number of vehicles to be built may be increased to 64, but this is dependent on considerations which cannot be determined at present. The English Electric Co. Ltd. is arranging production capacity in its Preston works. The new stock is to be of the most up-to-date design, incorporating light-weight construction, improved acceleration, and fluorescent lighting. Tests are to be carried out shortly in India, and it is hoped that as a result it will be decided to provide power-operated doors and forced ventilation in both upper and lower class compartments. This will be done only if it is established that no discomfort to passengers can arise. Work on the order is being put in hand immediately, and delivery of the first 32 vehicles is expected to be completed early in 1948.

* * * *

Southern Railway London Cartage Organisation

We publish this week a description of the London District goods and parcels cartage arrangements of the Southern Railway. Railway cartage arrangements in London always have been a heavy item of expense to the companies, and methods to produce economies and efficiency of operation have been under review over a long period of years. The first step towards co-ordination and the avoidance of overlapping and wasteful journeys in London was taken by the former Great Northern, Great Central, and Great Eastern Railways, when in 1912 the three companies amalgamated their London cartage arrangements under a London Cartage Committee operating through a London Cartage Manager with headquarters at Kings Cross. This officer now co-ordinates all the L.N.E.R. goods and parcels work in the London area. A similar arrangement obtains in the case of the L.M.S.R. which combines the London work of the former L.N.W.R. and Midland Railway under a London District Cartage Assistant at Broad Street. The G.W.R., being a self-contained unit, has always had unified cartage control in London. The co-ordinated arrangements of the cartage companies now in operation has produced efficiency and economy by the elimination of the duplicated and wasteful journeys of former times, and also must have contributed substantially to the relieving of congestion in the streets in the London area.

* * * *

Control of Wagons in Europe

Foremost among the tasks of the European Central Inland Transport Organisation is the haulage of relief goods and essential merchandise. Some of the measures adopted to ensure the supply of wagons for this purpose were described by Mr. E. R. Hondelink, Director-General of E.C.I.T.O., at a press conference in London on February 1. He estimated the number of wagons available as only 60 or 70 per cent. of the pre-war total. Much interchange of vehicles between the various countries, therefore, is necessary, and to assist in the movement of rolling stock at short notice to the points where it is required, a wagon balancing exchange has been set up in Paris. Meetings are held weekly at which statements are presented of wagon movements across the frontiers in the preceding week, and the distribution of empty stock for the coming week is decided upon so as to maintain a proper balance between the various countries. The French National Railways Company has placed a large staff at the disposal of the organisation for this purpose. By the fifth week of these exchange conferences nearly 11,000 wagons had been got back to Belgium, mainly from the British zone in Germany. E.C.I.T.O. has also arranged a census of rolling stock in February and March to assist the planning of repairs, as described in our December 14 issue.

Control of German Industry and Patents

The British Engineers' Association has issued its views on the control of German industry and German-owned patents. Two fundamental objectives are stated: to prevent Germany again waging war; and the exaction of reparations. Among the recommendations it makes are the non-reinstatement of German-owned patents in the United Kingdom lapsed during the war; cancellation, where there is no non-enemy interest, of those kept in force; sequestration, where there is a non-enemy interest, but preservation for protection of licensee; sequestration of German interests in part-owned patents; the making available to British industry by publication of patent applications of Germans on British files, unless publication be inadvisable on security grounds. It also suggests publication of information concerning German wartime inventions and that Germany should be compelled to surrender patents taken from Allied owners and that British subjects should be enabled to reinstate patents in Germany lapsed during the war. Germany it is urged should assign to the Allies all German-owned patents in neutral countries, or arrangements should be made with neutral countries to cancel patents covering inventions freed from protection elsewhere.

* * * *

Restoring the Caronte Swing Bridge

The former P.L.M. route for goods traffic northwards from Marseilles through Cavaillon, Avignon, and the right bank of the Rhône, crosses by means of a swing bridge erected in 1913, the entrance to the large inland harbour of Berre, to which there is now a considerable traffic in tanker vessels serving refineries along the shore. This structure, called the Caronte bridge, was destroyed by the retreating Germans, who demolished part of the approach viaduct and the entire swing span, together with the heavy masonry pier on which it revolved. This has had a serious effect on the working of traffic in and out of Marseilles. As it would take two years at least to rebuild the bridge in swing form, and a reopening of the line was urgent, it was decided to make a temporary span with end lattice piers over the 160-ft. navigable channel, and arrange for it to be raised by electric winches to give about 130 ft. clear above water level when required. It takes eight minutes to raise and lower the span, but as there is no boat traffic at night, when the freight trains run usually, the arrangement is satisfactory. It is expected that the swing span will be restored early in 1948.

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"A Fool-Proof Railway"

A letter, published on page 143, referring to the recent collision at Reading, represents an impression we have met with on several occasions. Many persons we find, entertain confused ideas as to the scope and working of the warning apparatus installed on the G.W.R. engines. They fail to realise that it works with the distant signal only and cannot of itself give any assurance that such signal—or any other—is being operated as it should be. At Reading, so we were informed, an error in block telegraph working led to a train being admitted to an occupied section, against which the engine apparatus provides no safeguard, and was not designed to do so. The signals were themselves incorrectly worked and the question of controlling them is another matter. This is well understood by railwaymen, but the public certainly has been given a false impression by flamboyant accounts of the apparatus in the non-technical press, containing such expressions as "fool-proof railway" and statements to the effect that it is "impossible to run past a danger signal" and similar absurdities. These exaggerations, for which the exuberance of our friends of the G.W.R. Publicity Department, we fear, must be held in some measure responsible, produce their inevitable reaction when a mishap such as the one in question occurs. The public has not been told plainly that there are degrees in automatic train control.

* * * *

The "Good" Old Days

With his letter which appeared in our issue of January 11, referring to the accident at Reading on the South Eastern Railway on September 12, 1855, mistakenly stated in the "Railway Handbook" to have occurred on the Great Western, Mr. E. T. Macdermot sent us a copy of Sir H. W. Tyler's report on the case, together with others relating to accidents on the same line at Gravesend, Strood, and Bricklayers' Arms Junction during the same year. The collision at Reading was due to a driver proceeding up the down line without noticing it and colliding head-on with a passenger train. He and four passengers were killed. If there be anyone with a belief that those times were "good" old times in the railway world we can confidently recommend the perusal of these reports as an effective antidote to the illusion. Some of the conditions under which the railway was being operated, and which directly contributed to the accidents in question, appear almost incredible to present-day readers. The poor station discipline, the excessively long hours of work, reaching 19 at a stretch, and indifference to signals and their regular use, make an extraordinary story. It is of interest to read, however, that block working, in effect, was in force on the S.E.R. at that date, taking the form of ordinary messages sent on the single-needle telegraph.

* * * *

Smoke Prevention on Locomotives

The paramount need for an improvement in the efficiency of steam locomotive working, if the steam locomotive is to hold its own against the ever-increasing competition in the United States of diesel-electric power, is directing attention once again to a device first introduced in 1911 for smoke prevention purposes. After investigation at the Pennsylvania Railroad locomotive testing-plant at Altoona, it was reported in 1913 to the American Railway Master Mechanics' Association that an installation of steam-jet-operated induction tubes on the backhead of a locomotive firebox on a level with the top of the firebrick arch not only reduced smoke by 70 per cent., but also had the effect of increasing evaporation, by admitting air to the firebox above the bed of fuel on the grate. Steam jets through the firebox sides, however, were regarded as having little merit. As a result of strict ordinances made by the city of Chicago concerning locomotive smoke, a good deal was done in this direction by the railways serving the city, but with varying success, particularly as the steam jets used were objectionably noisy. Now, however, that the steam-air-jet has been improved, and effective silencers have been devised, smoke-combustion appliances once again are coming into favour on American railways, some of which are enthusiastic as to the merits of this device. The quality of coal used on American locomotives is such that the smoke nuisance is considerable when engines are working hard, and for this reason some means of smoke prevention is particularly desirable.

* * * *

Argentine Railway Operating Results

OPERATING results and summarised traffic statistics of all the Argentine railways have reached this country recently. Students of transport economics will be interested in the comparisons now available, not only between State and privately-owned railways, but also between lines of different gauges operating in the same territory:—

	Gross receipts	Working expenses	Net receipts	% Working expenses to gross receipts
	(Pesos—'000 omitted)			
Broad gauge (5 ft. 6 in.)—				
(1) B.A. Great Southern... ...	167,760	133,378	34,382	79
(1) Central Argentine	161,027	138,215	22,812	85
(1) B.A. & Pacific	117,919	90,445	27,474	77
(1) B.A. Western	61,662	50,164	11,498	81
(1) Bahia Blanca & N. West ...	9,652	8,559	1,093	88
(2) Rosario to Pto. Belgrano ...	5,742	6,364	(P) 622	111
Standard gauge (4 ft. 8½ in.)—				
(1) Entre Rios	21,519	16,993	4,526	79
(1) Argentine N. Eastern ...	15,824	10,885	4,939	69
(3) Central of Buenos Aires ...	9,009	8,264	745	92
Narrow gauge (1 metre)—				
(2) Santa Fe	28,977	23,627	5,350	81
(2) Compania General	20,139	18,603	1,536	92
(1) Midland	4,242	4,881	(P) 639	115
(4) State	169,357	136,216	33,141	80

(1) British (2) French (3) Argentine (4) State—includes all gauges; all trunk and international lines are metre gauge; results of other than metre gauge not shown separately. (P) indicates loss

From the viewpoint of economy of operation, the Argentine North Eastern—a standard-gauge British company—takes first place, with a rate of working of 69 per cent., followed by the Buenos Ayres & Pacific—a broad-gauge British company—of which the operating ratio was 77 per cent. Somewhat surprising perhaps, the narrow-gauge (1-metre) railways produced less favour-

able results comparatively. The State railways, nearly all of them metre gauge, were worked at 80 per cent., but the two metre-gauge French companies spent 81 per cent. and 92 per cent. of their receipts. Evidently the Buenos Ayres Midland—a metre-gauge subsidiary of the Buenos Ayres Great Southern and Buenos Ayres Western railways—had a difficult year. The working expenses were 115 per cent. of the receipts.

Fluctuations in traffics were as follow:—

	Passengers increase No.	Per cent.	Goods Increase Tons	Goods Decrease Tons	Per cent.
Broad gauge—					
(1) B.A. Great Southern...	8,883,176	12·51	—	855,097	— 8·00
(1) Central Argentine ...	11,017,600	13·45	33,026	—	+ 3·30
(1) B.A. & Pacific ...	4,409,338	1·94	536,532	—	+ 9·33
(1) B.A. Western ...	7,198,721	16·01	—	232,060	— 4·51
(1) Bahia Blanca & N.W....	111,889	23·76	—	64,549	— 4·55
(2) Rosario to Pto. Belg....	9,672	16·23	—	92,424	—13·76
(4) San Antonio ...	3,142	3·17	—	8,455	— 4·88
(4) Com. Rivadavia ...	70,546	20·43	19,388	—	+ 3·37
(4) Puerto Deseado ...	394	7·55	4,573	—	+ 5·30
Standard gauge—					
(1) Entre Rios	128,603	18·72	—	94,872	— 7·90
(1) Argentine N.E. ...	295,922	26·50	—	92,727	10·64
(3) Central of Buenos Aires	62,618	17·10	24,861	—	+ 2·81
(4) Eastern	117,148	33·74	—	63,933	—12·44
Narrow gauge—					
(4) Central Northern ...	4,682,898	33·69	—	198,174	— 2·21
(4) Central of Chubut ...	42,115	59·56	—	400	— 0·99
(2) Santa Fe	57,601	14·40	262,012	—	+ 6·79
(2) Compania General ...	440,906	19·34	48,749	—	+ 2·72
(1) Midland of B.A. ...	293,195	22·76	—	21,113	— 9·53

(1) British (2) French (3) Argentine (4) State

Every line carried more passengers. The Central Argentine retained the lead with 81,911,650 passengers, which was 13·45 per cent. greater than the number carried in the preceding year, but, relatively the most impressive showing was made by the Central Northern State-owned metre-gauge line, which recorded an increase of no less than 33·69 per cent. The increase in numbers was 4,682,898 and is of particular interest because for some years it has been the policy of the government to replace steam locomotives by diesel-electric traction with the least possible delay. During the war years the conversion programme had to remain in abeyance and there is still difficulty in carrying it out with the desired vigour because of inability to obtain diesel-electric stock from overseas. It is equally difficult to purchase factory machinery to enable diesel-electric locomotives and rail cars to be manufactured in the country, which is the ultimate intention of the State Railway administration.

Goods traffic varied widely on the different lines and in the absence of details of the classes of traffic moved, it is not practicable to determine where the gains and losses occurred. Among the British-owned companies there was an outstanding advance of 536,532 tons on the Buenos Ayres & Pacific, much of it traceable, no doubt, to the further growth of oil traffic in the Mendoza region, which has been a feature of the company's business in recent years.

The outlook is more promising than for some time. With the termination of the war, coal and oil fuel are reaching Argentina in increasing quantities and more ships are arriving in the River Plate to load grain for Europe. It is reported that maize purchases on behalf of the British government have been resumed and, according to a declaration said to have been made by the Argentine Ambassador in London recently, the whole of the exportable surplus of Argentine meat will be sent to the United Kingdom and United Nations. The return of the road haulier may be felt by the railways later on, but their traffics are not likely to be affected yet. The accumulated demand for transport is such as to tax all the carrying capacity available for many months to come.

* * * *

How Railway Bridging Contributed to Victory

ONE of the most striking features of the campaign now happily concluded in northern Europe, and—wherever terrain and other circumstances permitted—in Italy also, has been the very rapid advances made from time to time by the forces of the Allies. These advances were made possible in the first instance by air supremacy, but were also dependent upon a correspondingly rapid follow-up by transport, both road and rail. The speed of the forward thrust of the various railheads was, in turn, governed by the time taken to construct or rebuild bridges across the many rivers encountered. To ensure that this time would be reduced to a minimum, designs had to be prepared well in advance for bridge spans suitable to be thrown across rivers of all sizes, and for quickly-erected piers and abutments usually in the form of standard trestles or piling-cum-trestles. Thereafter, bridging material fabricated to these designs had to be available both in the field and for training purposes, and engineer troops had to receive such a thorough training that they would be conversant with every detail of the equipment and able to handle and erect it without delay in all circumstances and under the most difficult operational conditions.

As Great Britain was at war for a considerable period before Pearl Harbour, the Royal Engineers had the advantage over their American allies of earlier experience in the field, and of a longer period of general preparedness. They had, in fact, been at work for some time before 1939 on the designs and other preliminaries, to ensure the rapid construction of railway bridges in the field. These were in the capable hands of Lt.-Colonel W. T. Everall, an officer of long practical experience both in England and in India, where he was for many years responsible for all new and maintenance bridging works on both the largest railway system, the North Western, and the great network of roads spread over the North West Frontier area, under the military. During the 1914-19 war he had gained the entire confidence of the Army Headquarters in India, and his reputation generally singled him out as the obvious choice for the appointment eventually designated Chief Instructor of Bridging at the War Office in London.

So successful were all his designs and preparations and so complete was the training of the troops, that the various British military commanders in the field were more than satisfied with the efficiency of the bridging units and their equipment in all circumstances. When the Americans came into the war, therefore, there were already well-tried types of span and trestling and methods of erection in the field, and, despite their own inventive genius, they accepted without hesitation British practice as standard for the Allies, realising its soundness and suitability under many and various conditions. At the same time, one or two types of equipment have been developed in the United States, and, with their proverbial adaptability, the Americans have taken advantage of enemy and other materials that have come their way to improvise at least one standard type of bridge for railway purposes, as mentioned below.

The series of articles published in *The Railway Gazette* under the title of "Standard Military Railway Bridges" and now concluded, has endeavoured to describe the principal British and some American bridging equipment, as well as its use in the field in Italy, the Middle East, France, and Germany. This equipment includes spans of from 17 ft. to 400 ft. of five different British and two American types, and three kinds of trestling for piers and abutments, also of British design. The most popular method of span-erection is launching cantilever-wise either a special launching nose or another span as a nose. The pendulum method, however, is very quick and convenient for spans up to 31 ft., and, like the cantilever nose, can be used for placing trestle piers in position also. For spans of from 150 ft. upwards, the telescopic erection as a cantilever with creeper cranes on the top chords is common practice. Apart from interchangeability of parts, the most interesting feature of all the three forms of trestling is the camel's foot or ball-and-socket-attached inverted pot foundation, which adjusts itself to the irregularities of the river bed. Although almost all of this equipment to which reference has just been made is of British design, most of it is manufactured in both the United Kingdom and the United States; the use of jigs with very close standards of tolerance makes this possible. The British equipment is used indiscriminately by both British and American forces.

Of completely unorthodox design, is the American V-type demountable span, which, however, so far as we are aware, has not been used by British troops. This latter remark also applies to the use of multiple one-metre-deep rolled-steel joists for spans up to over 100 ft. in length, rolled in Luxemburg and used by the Americans in, *inter alia*, at least two of the Rhine bridges built by them in an almost incredibly short time. These "metre beams" were not contemplated by the Allies for use in field bridging before D-Day as such heavy-flange sections are not rolled by either British or American mills. The idea of using them occurred to the Forces when some were obtained from captured German stocks, and they were subsequently rolled to the orders of the Allies in a mill in Luxemburg. They were used in rebuilding many bridges in northern Europe. The planning and general organisation required for

building the Rhine bridges so rapidly will go down to history as masterpieces of skill. In the first to be built, at Wesel, for instance, the 1,750-ft. structure was completed in 10¼ days; the average achievement in each 24-hr. period included the driving of sixty 70-ft. piles 30 ft. into the river bed, the erection of three trestle piers and twelve metre-beam girders together with bracing, decking, and permanent way. At Duisburg this record was again substantially bettered. Though not constructed in quite such spectacular time, the Victory bridge was built under considerably more difficult conditions and was also a remarkably fine achievement.

The most interesting, impressive, and carefully-thought-out type of equipment is the Everall Sectional Truss Bridge (E.S.T.B.), suitable for spans varying from 80 ft. to 400 ft. in length. It is remarkable that the length of even the greatest of these spans, with its 45 ft. depth, can be adjusted to suit the exact spacing of existing piers to within 6 in. Also, its largest component, 20 ft. in length, can be manhandled up to the time of actual erection *in situ*, and the systematic standardisation of packing the components for transport ensures rapid handling, without fear of damage, and availability in correct order for quick erection. Even more striking are the facts that (*a*) spans up to 300 ft. can be built out telescopically as cantilevers with very little sag at the nose—despite the vast number of component joints involved—thanks to close tolerances in the jig method of fabrication, and (*b*) rapid joining up of such a cantilever with the rest of the final span can be assured. The adjustability in all directions, of the shorter part of the span to suit the position and inclination of the nose of the longer cantilever part, making this possible, is particularly ingenious. In short, the E.S.T.B. is worthy of its name.

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Ten Years' Experience with the L.M.S.R. Turbine Locomotive

THE masterly and comprehensive paper presented by Mr. R. C. Bond to the Institution of Locomotive Engineers on January 30, under the title "Ten Years' Experience with the L.M.S.R. 4-6-2 Non-Condensing Turbine Locomotive No. 6202," we hope, may be regarded as further welcome evidence that on some railways at least the blanket of secrecy is not to remain for all time over some of their most important experimental work. For this paper, like Mr. Bulleid's very complete account of the "Merchant Navy" locomotives (which we recently published) and Mr. Cox's "Locomotive History of the L.M.S.R., 1923-32," is nothing if not frank; and for that reason alone its value to engineers generally is immeasurably increased. No sales talk clouds the view presented to us, and no verbal artifices are used in attempts to gloss over the various troubles experienced. As a work of reference its place is assured.

The paper was happily timed, for, apart from its appearance soon after a notable attempt in the same direction on the Pennsylvania Railroad, it is a worthy successor to the classical survey of condensing locomotives read before the Institution of Mechanical Engineers by Professor Lomonossoff and his son in May, 1944. The latter paper presented, and Mr. Bond's paper clinched, the argument that, so far as Great Britain is concerned, it is folly to attempt anything like full condensation on railway locomotives. The possibility of a rotary instead of a reciprocating engine, with its many obvious attractions, has challenged designers and builders on a number of occasions to produce a workable locomotive, but until the advent of No. 6202 the persistent failure to see that the complication introduced by the condenser was quite unjustifiable has obscured the whole issue. As a result, firms sponsoring such schemes got their fingers badly burnt, and were naturally unwilling afterwards to enlarge on the subject; consequently the matter was veiled in secrecy and the few details that had leaked out make sad reading.

By jettisoning the condensing apparatus, Sir William Stanier earned the distinction of being the first British engineer to produce a turbine locomotive to run satisfactorily. Incidentally, some interesting historical facts emerged in the discussion on Mr. Bond's paper. Mr. Poultney showed an illustration of the first turbine locomotive ever built; it was a very small four-wheel Italian engine of 1907, and each wheel was driven by a separate turbine mounted externally. Sir William Stanier referred to the very notable Swedish 2-8-0 design of 1932 which, as Mr. Bond's paper shows, was the inspiration of the L.M.S.R. machine, and revealed that his attention was first drawn to it by Dr. H. L. Guy (now Secretary of the Institution of Mechanical Engineers), who at that time was Chief Engineer of the Mechanical Department of the Metropolitan-Vickers Electrical Co. Ltd. Accordingly representatives of the L.M.S.R. and of Metropolitan-Vickers went to examine the design and performance of the Swedish machine and to explore the possibilities of an experimental British prototype.

Briefly, the attractions of turbine drive, from the purely mechanical viewpoint, were the substitution of the turbine for the cylinders, valves, and valve gear of the reciprocating engine, the ability to use an efficiently lubricated and totally enclosed gear drive, and the abolition of reciprocating parts.

The expected advantages which these good points would confer were (1) reduced coal and water consumption for a given power output; (2) higher axle loadings and an altogether more powerful machine, due to the absence of hammer blow and the avoidance of fluctuation in the drawbar pull; and (3) a greater availability, due to reduced wear and tear and higher mechanical efficiency.

There are sufficient data in the paper to assist one fairly considerably in assessing the extent to which these advantages were realised. The locomotive has the great merit of being basically of the same proportions as the 4-6-2 reciprocating locomotives, which assists greatly in making comparisons; but from the beginning it was realised that for efficient operation of the turbine, a high degree of superheat was essential; in consequence a 32-element superheater was provided, and in the boiler subsequently fitted the number of elements was increased to 40. A further economy was sought by fitting a tubular feed-water heater in series with the exhaust injector, by which the inlet temperature of the feed water is raised to about 275° F.

The engine has a very good turn of speed and from the viewpoint of traffic operation is a capable machine. In trying to determine its degree of reliability, certain important factors have to be borne in mind. The first is that much of the operating trouble was due to the feebleness of the reverse turbine, which was responsible for no less than six of the thirteen failures analysed at the end of the paper. We understand that this tiresome component has now been modified and its performance much improved. This weak spot was evident to the audience, as questions were asked on the desirability of substituting an all-electric transmission for the existing geared drive, and on the possibility of abolishing the separate reverse turbine altogether and substituting a pure gear reverse, keeping the forward turbine running and simply interposing an additional gear in the train for backwards running. Considerations of cost, available space, and the need for simplicity enter heavily into such arguments; it is significant that the vast new turbine locomotive recently put into service on the Pennsylvania RR. uses a separate turbine for reverse running, though in this case the reverse turbine is practically equal in power to the main turbine.

A further important point in the examination of No. 6202's performance record is that for a considerable period she was stored; and again, in view of her unique character, repairs involving new spare parts, which often took a long time to obtain, were frequently protracted. The mileage, on a basis of days in service, is therefore much better than a first glance would indicate. Apart from this, it is beyond all question an unparalleled achievement for a highly unorthodox experimental locomotive to have run over 300,000 miles in revenue-earning service in this country.

To decide arbitrarily whether the locomotive is "a success" by simply examining data relating to prime and maintenance costs, revenue earned, depreciation, and so on (as Colonel Cantlie proposed during the discussion), is perhaps not quite the spirit in which to approach what is admittedly an experimental machine. The author stated in the paper (and the President, Mr. Graff-Baker, supported him in concluding the discussion) that neither the availability record nor the cost of repairs should be regarded as a fair criterion of what will be achieved during the next ten years. Finally, we have Mr. Bond's prophecy, which is not to be taken lightly, that "it is not beyond the bounds of possibility" that a limited number of non-condensing turbine locomotives incorporating improvements derived from operating experience with No. 6202, will be regularly used on the heaviest and fastest expresses "with profit to their owners."

XUM

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Pilfering on Railways

Kenya & Uganda Railways & Harbours,
Nairobi. January 23

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In reply to Mr. McK. Jesper's letter which appeared in your issue of December 21, while members of the police force in East Africa are trained in the use of arms, they are not allowed to carry arms when employed on ordinary police duties. They must, therefore, rely for results on the capture of live, and not dead, bodies. Most Traffic Managers will envy the resort to the much more drastic methods described by your correspondent when combating wagon thefts in North Africa!

Yours faithfully,
G. DALTON,
Superintendent of the Line

16, Suffolk Road,
North Harrow. January 26

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—May I be permitted to comment upon the recently published correspondence on this subject, which seems to be leading nowhere. Mr. Kenneth Brown's statement that it was Mr. Bumble and not Mr. Dickens who said "the law is an ass" is more or less a quibble. Surely Dickens created Mr. Bumble and was therefore author of all the latter's utterances.

Mr. Brown takes Mr. Pratt far too seriously. I imagine Mr. Pratt's letter was written in a spirit of irony and no doubt sent with the idea of drawing attention to the difficulty of dealing adequately with our serious transport depredations. We are not really interested to know that Mr. Jesper's squads of police, armed to the teeth, shot a few Arabs in Africa some time ago and as a result someone received so much per body. It may be Mr. Jesper is toying with some practical idea for dealing with this serious problem in this country. What we should all like to hear from both Mr. Jesper (who by virtue of his position must be a much-experienced police official) and Mr. Kenneth Brown (who from a long legal experience must know something of "first offenders" and possibly "some who have been caught for the first time"), is how to cope successfully with the thefts on railways and other transport systems in this country.

If either gentleman can offer any real solution he will earn not only the thanks of the railways, steamship companies and road operators, but the gratitude of harassed traders and a long-suffering travelling public.

Yours faithfully,
W. E. WALLIS

Cures for Bad Timekeeping

"Whitegates," Rouncil Lane,
Kenilworth. January 24

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Since the cessation of hostilities one gathers that the railways have been turning their thoughts and activities to the betterment of their services, and it is to be hoped that improvement of timekeeping is taking a prominent place on the agenda.

Timekeeping has never been a *tour de force* of British railways, but I should imagine the nadir must have been reached in the period just ended. One would have thought that the lengthened present-day schedules, comparable in the main with those in force fifty years ago, would have been adequate, even allowing for the poor maintenance and bad coal of the locomotives, for a reasonable degree of punctuality to be maintained, and yet you will find day after day the same trains running anything from 20 to 60 minutes or more late. Which line is the worst seems to depend on which line one happens to be travelling at the moment, but I personally, would award the prize for this somewhat dubious distinction to the L.M.S.R., with the L.N.E.R. and G.W.R. occupying a middle position and the Southern as definitely the best.

In this particular area the G.W.R. is certainly the better, and its staff, being apparently aware that they have a schedule to adhere to, make some attempt to keep it. A much more carefree attitude, however, prevails generally on the L.M.S.R., where 20 minutes late is now regarded as practically on time, and little or no effort is made to regain time or to cut station schedules when running late. As a consequence many people who, not unnaturally perhaps, have a desire to arrive at their destination within a reasonable time of that appointed, use the bus where one is available rather than subject themselves to the vagaries of the local train service.

The inculcation of the idea that schedules are intended to be worked to, and that the timetable is not a work of fiction, will not be easy after six years of *laissez-faire*, but it will have to be done, and done soon if the railways are to regain the goodwill of the travelling public. The surest method would be the payment of a bonus or merit award to engine crews for timekeeping, but as this would necessitate the fitting of speedometers to all passenger engines, it will have to be ruled out at present. We have, however, the following alternatives:—

1.—The re-introduction of the L.M.S.R. "On-Time" campaign of the immediate pre-war years with its competition between areas to stimulate interest, but without the five minutes grace previously allowed which led, in my opinion, to a looseness of recording and a disregard for minutes which is the antithesis of good timekeeping. This disregard of minutes is also fostered by the practice on some lines of using differing working and public times which, in some cases, is carried to absurd lengths.

2.—The introduction of the Continental and American system of allowing substantial recovery times on the last stage of long journeys, to apply, let us say, to all journeys of over 100 miles, or to trains which are habitually bad timekeepers.

3.—The general adoption of the G.W.R. method of reduced running times in the working book to cover late running.

4.—Closer co-operation between the timetable, motive power, and rolling stock departments to ensure that the power provided is adequate for the schedules or, conversely, that the schedules, commensurate with the load, are within the capacity of the power available.

To conclude, it would appear to be more in the public interest if the railways, before embarking on any large scale accelerations, demonstrated their ability to maintain existing schedules and to carry out the promise in the timetable.

Yours faithfully,
L. BUROW

Braking Distances

T. B. Browne Limited,
163, Queen Victoria Street,
London, E.C.4. January 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Our attention has been drawn to Mr. Broadbent's letter in your January 18 issue.

The claim contained in Messrs. G. D. Peters' advertisement appearing in your issue of November 2, 1945, was derived from figures supplied to us by a railway official during the trial run of a well-known locomotive. Unfortunately, a slight error was made in translating these figures for the purpose of the advertisement, and we regret that this was discovered too late to prevent publication.

Yours faithfully,
CLAUDE H. BROWNE,
Joint Managing Director

The Running Man's Ideal Locomotive

8, Wedderburn Road,
Hampstead. January 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I sat down to read with interest your summary of Colonel W. L. Topham's paper, which appeared in your issue of January 25, 1946. I continued to read with enthusiasm. Here, blossoming in a technical paper and in your columns, were so many of my own tenderly nursed seedlings of yesteryear. How sound the views on grease lubrication, steel fireboxes, header regulators, steam fountains, and the like. What a delusion axlebox wedges are, and how irritating the "lifting" injector.

Why is it left to overseas engineers to develop and standardise these minor points of practice, so rarely to be seen incorporated in the stay-at-home British locomotive?

There are, of course, points on which I should join issue with the author, but my object in writing is strongly to criticise his attitude to the bar frame, which he condemns as being weak at the front end. It does not seem to me that this is a legitimate objection from a running point of view, unless an attempt is being made to claim for the operating staff the right to bump into things with impunity! I do not admit this weakness. I had 19 years' experience of bar and plate frame engines of similar capacity and performing the same work, and I cannot recollect that the bar frame was any more "tender" in this respect than the plate frame. From the C.M.E.'s point of view, the bar frame has outstanding advantages. It provides a really secure means of fastening outside cylinders with a

minimum of bolts. Both propulsion and suspension stresses are transmitted directly to the frames instead of through horn blocks, brackets, bolts, and rivets. Slippers can be renewed more easily than horn blocks can be ground or filed. Springs can be changed from the outside rather than from the cramped quarters of a pit. Surely the author must admit the value to the running shed of some of these points.

I feel very strongly on this matter. The use of the bar frame is increasing all the world over. The American locomotive is rapidly spreading the gospel over wide areas of Europe. In my opinion, the bar frame will not only be accepted, it will be, and perhaps is being, specified by those engineers who, while avidly hungry to make good their depleted stocks, will certainly see to it that the most modern and efficient equipment is provided. Are our manufacturers, however expert in plate frame technique, in a position economically to compete and to give those locomotive-starved administrations what I am convinced they will certainly demand—the bar frame?

Yours faithfully,
A. W. S. GRAEME
(EX. C.M.E., F.M.S.R.)

G.W.R. Collision Near Reading

9, Kerr Street,
Paisley. January 14

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With reference to the paragraph in your notes (January 4 issue) concerning the G.W.R. collision near Reading, a further explanation is desirable.

To the non-technical reader (and probably also to the non-technical news reporter) "automatic train control" at its face value, means that a train is prevented from entering a section of the line which is already occupied.

As a collision occurred, the natural inference to such readers is that the "automatic control" failed to work.

Where does the signalman mentioned enter the above argument?

Yours faithfully,
J. YOUNG

[We have no doubt that many persons have entertained a similar idea regarding the meaning of the expression "automatic train control" which, carried to its complete and logical conclusion, would cover the contingency mentioned by our correspondent. The G.W.R. apparatus provides a warning indication, with automatic brake application which is within subsequent control of the driver. It operates at distant signals, but does not of itself provide any assurance that such signals, or any others, are correctly operated by the signalman. A mistake on his part is still possible unless additional equipment is put in—as it is in some places—to prevent it. Such a mistake, in fact, was made at Reading. The present engine apparatus forms, not a complete automatic train control system, but a valuable adjunct to the indication given by the distant signal, from which all possibility of error has not been excluded.—ED., *R.G.*]

Demobilisation of Railway Staff

Glasgow, Lanarkshire. January 14

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I read with interest the claims made by "Class Four Clerk" that the railway companies should give credit to the demobilised officer for his commissioned service with Transportation Units during the war, when assessing his value as a railwayman fitted for substantial promotion.

Although I feel secure in my belief that, generally, no preference will be granted to ex-officers, if only because there are insufficient vacancies in high-grade positions to accommodate all railwaymen who made good in the Services and, of equal importance, because there are no means of calculating to what rank those who remained civilians could have risen had they been accepted for service with the Forces, I think a few observations on "Grade Four Clerk's" letter are necessary.

Will it not be readily agreed that promotion in the Forces is rather a haphazard affair, where, in not a few cases, a man's competence at his job is not considered as being of primary importance? In all arms, capability of handling men is a noted qualification for promotion, but take away the iron rule of the "Manual of Military Law" and the continual threat of a "charge," and a number of officers and senior N.C.Os would be as weak as the proverbial wasp without its sting.

Having been a member of a Transportation Unit myself for the past five years, I am of the opinion that the only railway knowledge one could gain in military establishments is altogether of the wrong type. Economical working is surely the first principle of operation in any enterprise working for profit, but this has been generally ignored in my army experience, sometimes of necessity, but more often because it is the usual practice in the Services to get a job done the easiest way irrespective of cost. Should military methods be allowed to creep into railway organisation, ruination would inevitably follow.

In conclusion, if your correspondent's railway acquaintances wish to go into some fresh occupation on their demobilisation which, in their opinion, offers more scope for promotion than the railways, they are quite entitled to do so, in fact it would be far better for all concerned if they adopted such a course rather than return to their old jobs only to suffer from an officer-cum-persecution complex.

Yours faithfully,
OTHER RANK

Inner and Outer Circles

London, W.C.1, February 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I fear that "Metropolitan's" memory has led him into confusing two uses of the words Inner and Outer by train services traversing the old Metropolitan and Metropolitan District Railways.

The term Inner Circle was applied as a title to the Mansion House-High Street (Kensington)-Moorgate horse-shoe service as long ago as July, 1871, and retained when the link of 1884 really made it a continuous loop. The name even had Parliamentary blessing in the Metropolitan Inner Circle Completion Railway Company, incorporated on August 7, 1874. The railway press of the seventies and eighties used the name Inner Circle Railway with great frequency, and it has remained with the public ever since.

The Outer Circle, so described in *Bradshaw* (*vide* the facsimile in *The Railway Magazine* for March-April, 1943, page 88), was worked by the old London & North Western Railway from February, 1872, to January, 1909. It extended from Broad Street to Mansion House, *via* Willesden, Addison Road, and Earls Court.

There was also the Middle Circle service of the G.W.R., which was begun in August, 1872, and ran from Moorgate to Mansion House, *via* Bishops Road and Addison Road. It ran uneventfully for many years; was curtailed at Earls Court in July, 1900; and was withdrawn in January, 1905.

The use of "I" and "O" on tickets, etc., in steam traction days denoted inner *rail* or outer *rail*, to help prevent short-distance passengers using the "long way round" after the Inner Circle became continuous. Incidentally, tickets for journeys between equidistant stations by either direction were overprinted "E"—a comparative rarity in railway ticket collections.

Unless my own memory fails me, the use of "I" and "O" as station direction signs was confined to the Metropolitan Railway, over which the Outer Circle service did not pass.

Yours faithfully,
CHARLES E. LEE

Mr. William Whitelaw, LL.D.

Cheltenham. February 4

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—A very great Scottish gentleman has died. I am very conscious of having received kindness after kindness at his hands. His loss will be a most grievous and irreparable one to thousands and thousands of us. He was exceptionally gifted with great human kindness. The following are just a few examples which came within my own experience, and which in my case could be multiplied many times over:—

I once had to go to Edinburgh on official business in which Mr. Whitelaw was interested. Although the party of which I was one, arrived at the Scottish capital at about 8.0 a.m., Mr. Whitelaw was there to meet us, personally conducted each one of us to our rooms, and said: "When you are ready, please come down and have breakfast with me." He was also good enough personally to see us off on our return journey.

Soon after I retired, I went up to Lords to enjoy an afternoon's cricket. I had not been in my seat long before Mr. Whitelaw arrived. He said: "Holloa Nicholls, you here. May I come and sit next to you?" I replied "If you please, sir." He then said: "Good, then we will both enjoy the cricket together," and we did.

Mr. Whitelaw always greeted me with a sincere and gracious handshake whenever he saw me at any function or meeting.

I should like to conclude by saying that Mr. William Whitelaw's name will live in my memory as long as I live and always in most grateful remembrance.

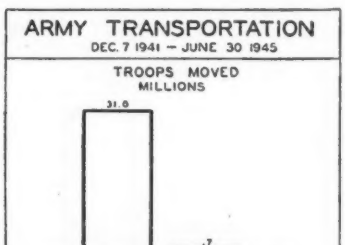
Yours faithfully,
R. H. NICHOLLS
(Ex-Railwayman)

The Scrap Heap

"PADDINGTON WILL REMAIN A TERMINUS"

"Paddington will remain a terminus; it will never be an enlarged Crewe or Chester." writes an *Evening Standard* reporter. Whoever thought it would be?

* * *



A graphic representation of the relative use of United States railways, roads and inland waterways in the movement of troops and military freight, reprinted from the Cleveland Trust Company's "Business Bulletin"

* * *

SOUTHERN SALVAGE

During the War the Southern Railway salvaged 283,674 tons of waste material. This included 270,000 tons of old rails, iron and steel, and nearly 6,000 tons of paper.

MORE V-DAYS!

One alarming prospect that threatens the nation is a new outbreak of peace celebrations. Why, with two V-Day double holidays—involving, if I remember the figures rightly, the loss of something like 2,000,000 tons of coal alone—behind us, we should be submitted to yet more dislocation and discomfort it is impossible to conceive.—"*Janus*," *in* "*The Spectator*."

* * *

NO PAPER SHORTAGE

"It is no good burking the fact that nationalisation of the railways and much new legislation of various kinds have resulted in a very considerable increase in paper work, which prevents officers from getting out on the job as freely as they were able to do in the past."—*From a speech by Sir Edward Benthall, Transport Department Member, Government of India, to the Indian Railway Conference in Delhi.*

* * *

The Director General of the Ministry of Information was Mr. Frank Pick, late of the London Passenger Transport Board, a man of great character and integrity but little finesse, who when summoned to see Mr. Churchill on being appointed gave a long discourse on morality with the result that as he went out of the door Mr. Churchill summoned his secretary and pronounced his verdict. "Young man," he said, "never let me see that impeccable busman again."—*From "Press, Parliament, and People," by Francis Williams.*

* * *

100 YEARS AGO

From THE RAILWAY TIMES, *Feb.* 7, 1846

REGENT'S CANAL RAILWAY.—The Committee of Management hereby give NOTICE, That the Company not having received sufficient funds to proceed with the project during the present session of Parliament, the deposits, deducting 7*s.* 6*d.* per share expenses, will be returned on or after Saturday, the 14th inst., to the holders of scrip not issued to members of the Provisional Committee, on leaving the same at the offices of the Company three clear days for examination.

The Committee beg further to inform the holders of scrip that all necessary steps will be taken to compel those allotees who have failed to pay the deposit on the shares allotted to them to contribute the share of the expenses to which they are legally liable.

By order of the Board,
FREDERICK COLLIER, Secretary.

Regent's Canal Railway Office, Gresham Rooms, 18(a), Basinghall-st., February 5, 1846.

"*Salmon or pheasant?*"

[*Reproduced by permission of the proprietors of* "*Punch*"

RAILWAY QUESTIONS AND ANSWERS

Statement: The canals of Great Britain, which could be of great value to industry, were ruined by the railway companies so as to obtain a monopoly of inland transport.

Answer: This statement is not true. The value and importance of canals were reduced after the construction of railways in the same way as the motor vehicle reduced the value and importance of horse-drawn transport; that is to say, being swifter, more flexible and of greater carrying capacity, and conveying goods, not merely taking tolls, railways inevitably outmoded canals as general carriers. No case can be quoted of a railway company having purchased a canal for the express purpose of closing it. Railway companies were compelled by Parliament and against their own interests to take over many moribund canals and operate them in consideration for permission to build railways. The railways still pay large sums to canal shareholders under guarantees of dividends arising from Parliamentary arrangements nearly 100 years old. Under the Railways Act of 1921, the railway companies are required to justify the efficient and proper working of their undertakings (and that includes the canals they control) to the Railway Rates Tribunal each year. Any one having any direct interest in these matters can appear at the annual review of the Railway Rates Tribunal and give evidence or cross-examine the railway witnesses. No one has ever presented himself to allege that the canals are mismanaged, and every year since the Railway Rates Tribunal has sat, it has delivered judgment that the railway companies are conducting their undertakings (and that includes the canals they own) with efficiency and economy.—*From "Answers to Questions and Statements," issued by the British Main-Line Railway Companies, 22, Palace Chambers, London, S.W.1.*

* * *

THE 5.45 TO SHENFIELD

The Liverpool Street to Shenfield (Essex) train, with her 40-year-old engine, which made the headlines recently in Graham Stanford's article in the *Daily Mail* on the British railways, has made news again. She:—

Left Liverpool Street 16 minutes late; lost about half-an-hour's time through signal stoppages; was held up 15 minutes because the communication cord was pulled; and then—dashed through Shenfield, where she should have stopped.

Explained the L.N.E.R.: "The late start was the result of a general 15 minutes' delay in the departures of main-line trains through sickness among crews. The Shenfield train was checked behind main-line traffic and further delayed by the pulling of the communication cord. The train went through Shenfield because the engine-driver does not normally operate on that service."—*From the "Daily Mail."*

* * *

TAILPIECE

(*The G.W.R. proposes shortly to introduce Automat refreshment cars*)

The new Great Western proposition
Is in that railway's high tradition.
It now intends to introduce
The Automat for meal-time use.

Here passengers may eat and drink,
Here bags will rustle, glasses clink,
And ice-cream portions may be got
By dropping coins into a slot.

You want a postage-stamp *en route*,
Or matches for the old cheroot?
These also will be there for sale.
And coins will bring them without fail.

When Automats are in full swing
You need not for a waiter ring,
But help yourself to something hot
By putting sixpence in the slot.

Be sure, Great Western Railway, that
We'll patronise your Automat,
But when we're short of proper cash,
How shall we get a lemon-dash?

W. E. N.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

New Railways for Orange Free State

Mr. W. Marshall Clark, General Manager of Railways, South African Railways & Harbours, at an interview at Bloemfontein, said that the development of the Free State goldfields would have tremendous effects on the transport system of the Province. The picture was not yet clear for plans to take definite shape, but it seemed probable that rail transport would have to be provided to the most advanced of the projected gold mining areas in the vicinity of Odendaalsrust. The railways were busy obtaining all possible information to this end, and were anxious not merely to build a branch line to serve a group of mines, but also to plan it to become part of a co-ordinated system covering the whole area. This would be difficult until the location of mining developments had been more clearly established.

Provision had been made for doubling the main line between Van Tonder and Bosrand, and for improvements between Harrismith and Gunhill. Some £21,000 had been authorised for extending and improving the locomotive yards at Kroonstad, and Bloemfontein would also benefit from this development.

A general plan had been drawn up which still required the sanction of the Minister and the railway board, which included construction of a large modern marshalling yard between the present station and workshops, the removal to another site of part of the workshops, and large-scale re-organisation of the present layout. It is a plan which would extend over a period of seven to ten years, and it is imperative that work should start as soon as possible.

Railway Projects at the Cape

Salt River Junction, through which more than 700 trains pass every day, and Woodstock Station are to be replanned. The scheme includes the replacement of the present station and road overbridge at Salt River with modern, well-built structures of pleasing and impressive appearance. A network of new lines, including additional up and down lines between Cape Town and Maitland, also will be laid.

Present proposals are to construct an overbridge on the site of the present one at Salt River, but of sufficient length to straddle at least seven tracks. It is likely that Salt River Station will be designed on similar lines to that at Jeppe, between Johannesburg and Germiston. If this is approved, the main buildings of the new station, including the booking hall and waiting rooms, will be built over the tracks parallel to the new road bridge. This will enable passengers to gain access to the platform from the bridge itself. As an additional means of relieving congestion at the junction, it is proposed to construct a double-track link line between Maitland and Observatory, to be used chiefly by goods traffic between the southern suburbs and the North.

Plans are now being made for the reconstruction of Woodstock and Koeberg Road Stations. Woodstock Station is at present on a fairly sharp curve. This will be straightened out. Both stations will be designed to allow for the two additional lines that eventually will run through them.

At Woltemade a new railway yard is to be built. This will relieve pressure on the existing one at Maitland and will serve the industrial areas at Ndabeni and beyond. The extension of the present line to Langa as far as the new native reception depot is also contemplated. This would link up with a branch line from Woltemade and would enable Langa to be reached from Cape Town either *via* Salt River, and Maitland, as at present, or by making use of the avoiding line from Cape Town to Woltemade.

Cape Town Passenger Station

Plans for the new passenger station at Cape Town, forming part of the general foreshore development scheme, are well advanced. It is hoped that a commencement will be made with the first part of the new buildings, for office accommodation, in about twelve months' time. The construction of the platforms is being held up until the completion of the new goods depot, for the platforms will be on the same site as the existing goods depot. The new station will have 24 platforms, with subways connecting them with each other and with the central portion of the station. The station is expected to cost at least £900,000 and the goods layout about £730,000.

The goods layout will take about three years to complete. It is hoped that the passenger station will be finished in about seven years. Work on the new marshalling yards at Bellville has begun. The first portion should be complete in about four months. Work on the avoiding line between Kensington and Bellville will commence early in the year.

Railways & Harbours Brigade

The Railways & Harbours Brigade is being re-established as an Active Citizen Force Unit for peacetime training. The brigade will consist mainly of registered citizens, 17 to 21 years of age, but all railwaymen who were on service, both full and part-time, during the war have been invited to enlist for a period of one to four years to provide a trained nucleus. The brigade will eventually develop into a force of specialised companies similar to those employed in the field during the war, each unit carrying on the functions and traditions of its wartime counterpart.

INDIA

Rates Adjustments

Dealing with the attainment of a more rational rates structure now that the State had acquired all the major railways in British India, Sir Edward Benthall said that progress might still lag behind public expectations. They were still faced with the inescapable fact that railway rates had not been raised during the war to anything like the general level of prices, and it remained to be seen whether the increased post-war volume of traffic would more than balance the rise in operating costs due to the continued increase in the wages and coal bills and all the other costs of operation.

Discharge of Railway Workers

Newspaper reports that the discharge of 250,000 railway workers was impending were refuted by Sir Edward Benthall, War Transport Member, Government of India, when addressing the Indian Railway Conference in Delhi recently. It was impossible to foretell the final figure with precision, he said, but at the time he spoke not more than 8,000 were in the process of being discharged, and they were largely workers engaged on direct war work, such as munitions or aero. plane repair. That was less than 1 per cent. of their total strength. He knew that the railways were doing their best to provide alternative work for those whose posts had become surplus, while it was expected that close contact with the newly formed employment exchanges set up by the Labour Department would assist those who had to be discharged in finding jobs outside the railways.

Material from U.S.A. and Canada

During the year ended October 31, 1945, 275 broad-gauge locomotives were received for Indian railways from America. A further 20 were received during November. These are all of the 2-8-2 tender type, examples of which were illustrated in *The Railway Gazette* of December 29, 1944. They have been received under lease-lend. The approximate cost of each engine (complete) is Rs. 1 lakh. During the same period, Indian railways have received 1,950 broad-gauge wagons, and in November 700 were received from Canada. During October, 1945, 20,000 tons of rails were received from the U.S.A.

CANADA

C.P.R. President's Review

In a statement reviewing the operations of the Canadian Pacific organisation in 1945, Mr. D. C. Coleman, Chairman and President of the company, said that the report for the year was good and the outlook for 1946, on the whole, bright. Reconversion to peacetime production and service of those sections of the company's activities that had been devoted to the war effort was proceeding with drive and urgency. Return of personnel had not been so rapid as material rehabilitation, although, in the past few months, a fast increasing tempo had been noted. Of the 20,847 men and women who enlisted, 3,217 had resumed duty with the company by the end of October, 1945. The rate of return doubled itself in that month and a similar geometrical progression was expected as demobilisation proceeded.

On the seas the remainder of a pre-war fleet depleted by the heaviest war losses ever borne by one company, with a consequent tragic loss of brave men, had been augmented by the first of four new cargo carriers, ss. *Beaverdell*, a 10,000-ton, 16-knot, modern vessel. This new ship would be employed in fast regular freight transport between Canada and London.

Operating Results

To prepare for fruitful years ahead, said Mr. Coleman, the Canadian Pacific had maintained its physical assets at a high state of efficiency and reliability, while devoting every effort to the successful prosecution of the war. An idea of the immensity of that effort might be gained from the fact that from October, 1944, to September, 1945, inclusive, 55,220,951 revenue tons and 18,180,765 passengers were carried by the railway.

Gross earnings from railway operation from November, 1944, to October, 1945, inclusive, were $318,084,000. Dividend payments in 1945 totalled $21,792,782.00, of which $16,750,000 was on ordinary and $5,042,782 on preference stock of the company.

Victory Loan Subscriptions

Victory Loan subscriptions by the company and its employees totalled $60,130,100 in 1945. Individual investments by employees amounted to $24,695,100. Never during the war years did the Canadian

Pacific or its employees fail to exceed the quota set by the National War Finance Committee. Despite the heavy personal demands upon all purses during the six years of war, investments in Victory Loans reached the sum of $138,342,000 from the company and pension fund, and $65,927,100 from individual employees, making the large total of $204,269,100.

What lay ahead for Canada, and the Canadian Pacific, was in the hands of the Canadian people. With sound government, the wise expenditure of public, corporate and private funds; with real friendship and honest co-operation between industry, labour, primary producers and consumers, 1946 and the succeeding post-war years could become the most prosperous era the Dominion had ever experienced.

Cheap Fares Deferred

At the end of December, 1945, an order-in-council granted the Dominion Government authority to extend month by month, by order of the Minister of Transport, the time during which the railways may not offer inducements to travel by way of cheap fares. Originally, the ban would have been lifted on January 15 this year. The new order, however, is subject to termination at any time by 30 days' notice given to the Railway Association of Canada.

New C.P.R. Freight Vehicles

The Canadian Pacific Railway expects first deliveries in the middle of this year of 1,000 steel-sheathed box cars. The Canadian Car & Foundry Co. Ltd., of Montreal, is building 950 of them, and the balance are to come from the Eastern Car Company, New Glasgow, Nova Scotia. The new box cars, measuring 40 ft. 6 in. inside, embody structural features which reduce dead weight and contribute to greater load capacity. The doors are of lightweight, corrugated steel, and ceilings are of plywood.

Fifty air-operated dump cars, for maintenance work on C.P.R. lines, were ordered from the National Steel Car Corporation at Hamilton, Ontario, at the same time.

UNITED STATES

New "Prospectors" on the Rio Grande Western

To handle the increased passenger business over its 570-mile main line between Denver, the capital of Colorado, and Salt Lake City, Utah, by the Moffat Tunnel route, the Denver & Rio Grande Western Railroad on October 14 last put into service new express trains in each direction, each carrying the name "Prospector." The new "Prospectors" replace the two-car diesel-driven units which were instituted under the same name over this route shortly before the war, but were withdrawn owing to their having insufficient accommodation to handle the traffic. The westbound "Prospector" leaves Denver at 4.30 p.m., and arrives at Salt Lake City at 7.50 a.m. the following morning; eastbound, departure from Salt Lake City is at 5 p.m., and arrival at Denver is at 8.30 p.m. These overall times are 1½ hr. less than those of the "Exposition Flyer," the fastest previous service. The new trains carry coach, Pullman sleeper, lounge, and dining car accommodation.

Additional Pennsylvania Expresses

From November 4 the Pennsylvania Railroad added to its all-coach, the equivalent of third class luxury services, a new express between Washington and Chicago in each direction. Hitherto coach passengers on this route have been handled by a through portion of the all-coach "Trail Blazer" (the principal coach service between New York and Chicago), and by through coaches on the "Liberty Limited," but increasing traffic has made this independent service necessary as a relief to the two latter expresses. The new 16¼-hr. train runs as a second section of the "Liberty Limited," leaving Washington at 5.30 p.m., and Baltimore at 6.15 p.m., and reaching Chicago at 9.10 a.m.; eastbound, departure from Chicago is at 3.10 p.m., and arrivals are at 8.4 a.m. at Baltimore and 8.55 a.m. at Washington. Accommodation consists of reclining chair cars and a lounge-buffet-observation car.

FRANCE

French Rolling Stock

Despite efforts to improve railway transport conditions, France continues to suffer from the lack of sufficient rolling stock. The press recently called attention to the fact that 50,000 tons of goods were lying on the quays at Le Havre awaiting removal. The railway authorities in reply maintained that they had not enough wagons at their disposal. Figures, however, show that the rolling stock is steadily increasing. The S.N.C.F. on April 1, 1939, had 17,000 steam locomotives, of which 15,800 were in good condition. After the liberation, there remained only 2,900 in running order. By October 1, 1945, the number had risen to 12,700, of which 8,000 were fit for service. In addition, 191 steam locomotives and 25 electric were under construction in France. The number on order in the United States in course of delivery is 1,340.

Goods wagons before the war totalled 460,000. After the liberation the number was only 230,000 of which 74,000 were damaged. Only 10,000 wagons were recovered from Germany and these mostly in bad condition. From England, France has received 3,000 steel wagons and 7,000 more are expected. Delivery of 1,500 wagons from the United States is due before January and orders have been given for 36,750 others. French firms have orders for 11,220 wagons and 21,000 are to be assembled here from material supplied by the United States and Canada.

Passenger coaches and vans in France totalled 36,000 in 1939. After the liberation there remained 13,500, including 6,000 damaged. Only 400 were recovered from Germany. Early in October the number of coaches was 14,300 including 3,600 unfit for service. The S.N.C.F. has ordered 350 coaches for main-line traffic and 100 bogie carriages for branch lines, but these will not be in service within two years, so that passenger traffic will continue to encounter difficulties. Finally, the stock of 800 railcars in pre-war use has dwindled; only 450 are in service; 100 are undergoing repairs.

French National Railways and Deficit

According to figures by the Ministry of Public Works, the deficit of the French National Railways for 1945 amounts to 35,000 million francs. Consequently the S.N.C.F. has under consideration a further rise in freight rates. The present goods tariff is 1·8 times the 1939 rate, and the passenger tariff is three times the pre-war figure. In view, however, of the probable general rise in prices if transport costs are increased at the present time, the government may postpone any higher goods transport charges. There is no likelihood that passenger rates will be raised, unless that step is taken to meet the demand of French State workers for increased salaries.

The S.N.C.F. has decided to make no bids for any of the surplus 1,667 locomotives offered by the United States Army Liquidation Commission. It is reported that the United Nations Relief & Rehabilitation Administration bought 200 of the locomotives for a total of 5,911,200 dollars. The S.N.C.F. prefers the locomotives built to French specifications now in course of delivery from America. UNRRA will use the 200 locomotives for conveying relief supplies to Poland, Czechoslovakia, and Jugoslavia.

RUSSIA

New Passenger and Freight Cars

During the fourth Five-Year Plan (1946-50) the Soviet railways will receive thousands of new wagons and passenger coaches. The latter will be of an all-metal type and the wagons will be adapted for carrying heavier loads. The programme provides for a substantial replacement of rolling stock. The task of the newly established People's Commissariat of Railway Equipment will be to design and build wagons and locomotives.

In the pre-war Five-Year Plans it became evident that the railways had to have wagons with a greater carrying capacity. Therefore a wagon works was built in the Urals and the old ones reconstructed. In this period 60 per cent. of the wagons were replaced and the proportion of heavy goods wagons increased from 5.5 to 30 per cent. Recently a four-axle heavy-load wagon was produced, although on the eve of the war the carrying capacity of Russian freight cars was more than double that of Great Britain.

Reconstruction concerned not only wagons, but also passenger coaches. Striving to provide comfort for passengers, who have to travel over great distances in the U.S.S.R., new types of coaches were designed. Long-distance trains from Moscow to Vladivostok, to Tbilisi, Sochi, and Kiev were given smoother running and more comfortable sleeping cars. The Moscow-Leningrad express service was also improved. All cars of the Soviet railway system have been equipped with automatic brakes and the majority with automatic couplings.

According to data provided by an Extraordinary State Commission, the Nazis destroyed, crippled or hauled away 428,000 wagons. Serious damage was done to wagon plants at Kalinin, Dnieprodzherzhinsk, Riga, and other places.

New Plants

Among the new wagon building plants built during the war, that of the Altai region is already producing rolling stock. At another plant established at Engels on the Volga, four shops are functioning and in November the first batch of cars were turned out. Tank cars are produced at a special shop of the Mariupol steel works.

Semi-streamline and all-metal passenger coaches will replace those with metal frames and wooden bodies. Each passenger coach will be equipped with a ventilation system and have its own electric-power unit. Long-distance trains will not only have comfortable sleeping compartments and swinging seats with opening backs, but carriages for local service.

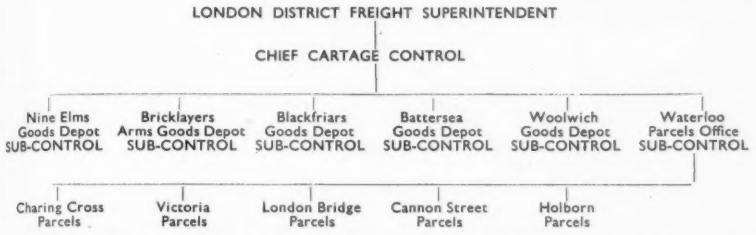
Freight cars will also be all-metal and their carrying capacity will reach nearly 60 tons. The production of gondola cars for the transport of coal and ore will be considerably increased. Soviet engineers are now engaged on designing a universal wagon suitable for transporting all kinds of cargo.—D. SVETOV.

London Cartage Organisation, Southern Railway

A central control which gives increased efficiency

Before 1933 the Southern Railway agents in charge of the various goods and parcels in stations in the Metropolitan area organised and operated their cartage equipment according to their local requirements. To eliminate waste of effort and to co-ordinate the cartage requirements of all stations in the area the responsibility for organising and distributing the whole of the equipment in use at the London goods depots and passenger stations was centralised under a Chief Cartage Controller attached to the staff of the London District Freight Superintendent.

The basic strength of this arrangement is its independence of depot ties. The Controller is bound by no local sentiments and can manipulate the vehicles available to the best advantage. The organisation is shown below :—



Sub-controllers in charge of the cartage units at their respective depots make a daily routine allocation of vehicles for current needs; they keep the Chief Cartage Controller advised daily of all spare strength and call for additional strength when required. The Chief Controller is advised when city vans are sent out for part load collections so that he can eliminate overlapping of van territories and ensure as far as possible that vehicles have full-load collection orders.

Daily Work Sheets

Sub-controllers are assisted in their supervision by the maintenance at central control of a daily scrutiny of all motor drivers' and carmen's work sheets; these sheets are a complete record of each day's work, and central control requires explanation from sub-controllers of all points detrimental to general efficiency in operations, such as:—

Errors in compiling worknotes;

Excessive hours;

Undue detention to cartage units; and

Delays in leaving station premises with load or when sent out for collections.

To facilitate the work a special telephone system has been established between chief cartage control and all subsidiary offices with numerous lines operated on a switch in the main cartage control. There is, for instance, a special office, with a cartage inspector in charge, in the market at Covent Garden, with its own telephone line to chief controller's office.

Motor drivers and carmen also maintain telephonic communications with their depots when circumstances arise demanding guidance and instructions. In such cases sub-control, either alone or after telephone communication with chief control, gives instructions to drivers and carmen and lost time is thus reduced to a minimum.

Bulk Cartage

A considerable quantity of bulk cartage is arranged first hand by the Chief Cartage Controller and passed out to sub-controllers to operate. For example, every day, including Saturdays, an inspector calls on the Meat Importers National Distribution Association for bulk orders, and consignment notes are made out representing the daily distribution of the nation's supplies of meat over a wide area served by the Southern Railway, which include towns as far apart as Ramsgate and Dorchester. These orders are in the Chief Cartage Controller's office by 3 p.m. and there a programme both of containers and vehicles is planned to collect and forward this traffic to retailers at all points on the system the next day.

The operation is for collection of meat from various cold stores in London, including the docks, and has employed up to 425 containers in one week, representing a tonnage of 1,500 tons.

M.o.F. Orders

Another instance of the focal value of the control is shown by the fact that the Ministry of Food lodges orders with the Chief Cartage Controller for the collection of parcels of food sometimes 1,000 tons in weight. Contact is immediately made with the wharves and warehouses where the food is lying. These will all be suffering from shortage of labour, and will in all probability be drawing gangs from a common pool, and the Chief Cartage Controller's object is to co-ordinate the movement of rail cartage with the supplies of labour available. The volume of urgent traffic dealt with in this way has reached a total of 35,000 tons a year.

Country Services

There is a third feature of the activities of the London cartage control which keeps a close liaison between Divisional Superintendents of areas outside London, to loan them additional vehicles for suburban and country cartage as required and thus avoid heavy local hiring. A record is held of all such vehicles so that in the event of an abnormal increase in demand in London they can be recalled at short notice to the metropolitan area. The Chief Cartage Controller is also group organiser for petrol for all the Southern Railway London cartage vehicles, and is therefore in a favourable position to watch the miles per gallon operated.

During 1945 the cartage equipment of the Southern Railway in the metropolitan area handled 605,850 tons of general merchandise and 7,566,759 parcels.

Having regard to the pressing need for economy, both in petrol and vehicle user, the existence of a central operating cartage control has proved of great value. It has been able to organise and distribute equipment to meet the varying conditions arising so as to give the most efficient service with the greatest economy in operation

Modernised Restaurant Cars on the G.W.R.

On pages 148 and 149 are given elevations and a plan, and interior views of the modernised composite restaurant cars which are now in service on the G.W.R. As was stated in our October 19, 1945, issue, in preparation for the post-war restoration of restaurant car services the G.W.R. redesigned the interiors of these vehicles. In one instance, the walls and doors of the first class saloon, which is at one end of the car, are panelled in blistered saleli, enhanced by the relief afforded by banding in bella rosa. The ceiling is formed of deep coves which extend from the side walls to a flat centre panel into which large circular panels are recessed, carrying pink flashed-opal electric light bowls at the centre, and with the sides slotted for ventilation. Additional lighting is provided by a disc of similar glass arranged above each table.

The tub-type revolving chairs are a new feature. The table tops are of compressed cork and aluminium, covered with smoke-blue vaumol hide, with an edging of aluminium. The chairs are upholstered in smoke-blue hide with beige pipings, and are mounted on bronze pedestals.

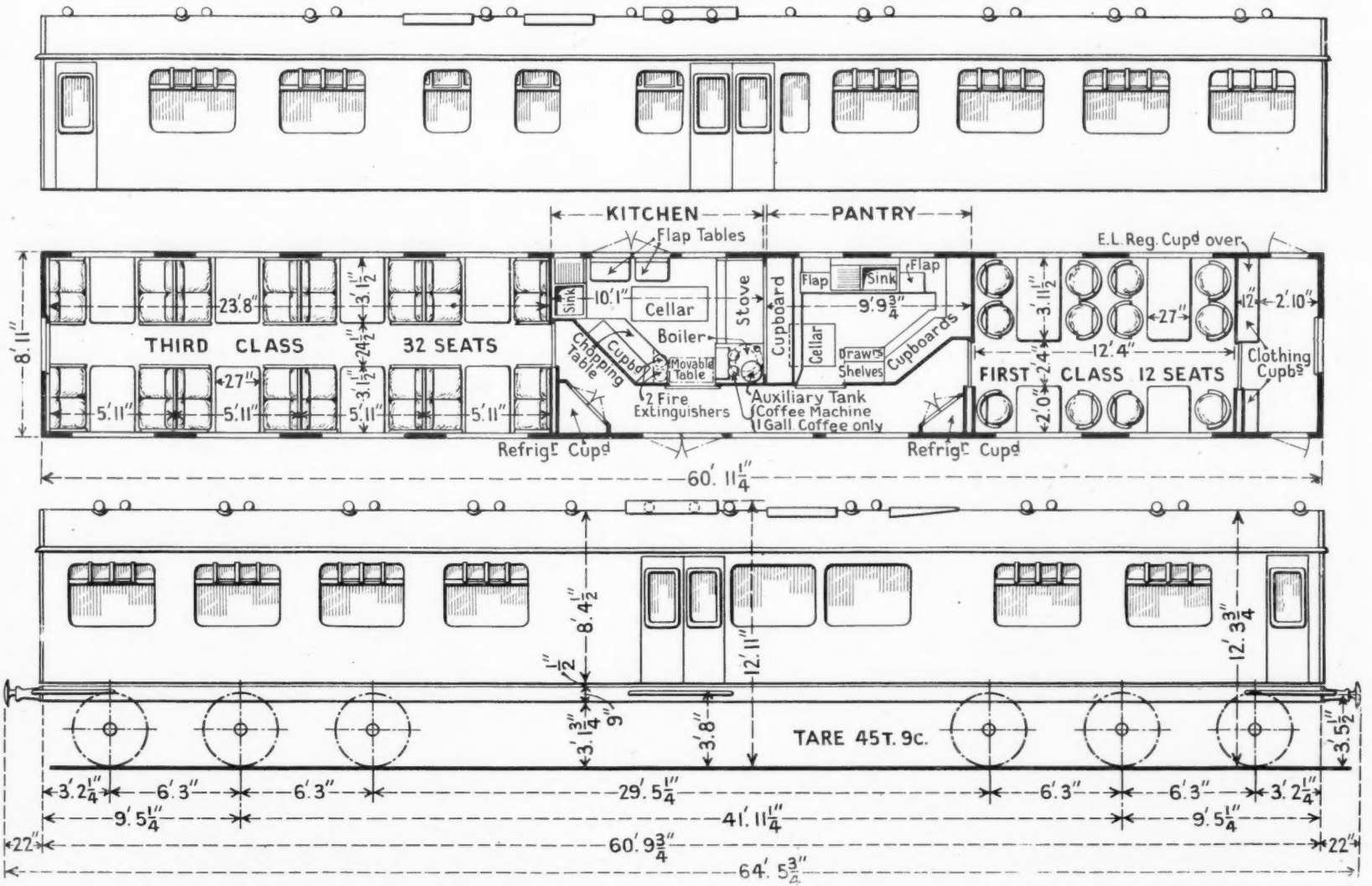
In the third class saloon the walls are panelled with mottled ash relieved with zebrano, and the ceiling is coved from the side walls to the centre panel in which are square recesses throughout the length, alternately fitted with flat satin-finished glass panels for lighting and with slotted side panels for ventilation. A feature of this compartment is the low tip-up seats. Polished plate glass draught screens are fitted above the seat backs. The tables are of similar construction to those in the first class saloon, but are covered in tan vaumol hide to match the seats.

The corridor extending from the first to the third class saloon and communicating with the kitchen and pantry, has also received attention, and the side walls have been panelled with an attractive shade of vyanide, arranged in continuous horizontal bands divided by narrow flush mouldings in polished white sycamore, which timber has also been used for all the finishing in this section of the coach. Along this corridor a terrazzo floor has been laid with inset brush mats arranged at intervals. Other restaurant cars are being redecorated similarly and variety is being obtained by the use of other shades of hide for the upholstery, with specially chosen curtain materials to tone, while for the wall decoration in certain of the first class saloons inlaid timber designs will be introduced instead of the decorative mirrors.

METHODS OF TEST FOR TRANSPORT GAS PRODUCER FUELS.—The British Standards Institution has issued Standard Methods of Test for Transport Gas Producer Fuels (B.S. 1264-1945). The methods of test have been drawn up in the light of the best information available to the committee, and the recommendations of the manufacturers and operators of producer gas plant. The committee has had the active co-operation of the Ministry of War Transport and the Ministry of Fuel & Power. Although not complete, many requests to the Institution have indicated that the tests will prove of immediate value to users. The publication will be subject to revision as experience is gained.

The publication may be obtained on application to the British Standards Institution, 28, Victoria Street, London, S.W.1, price 2s.

G.W.R. Modernised Restaurant Cars



Elevations and plan showing principal dimensions and tare weight of the modernised composite restaurant cars in service on the G.W.R.

G.W.R. Modernised Restaurant Cars

Interior view of the first class compartment arrangements of the modernised G.W.R. restaurant cars

Third class modernised G.W.R. restaurant car. A description of these cars was given in our October 19 issue. They went into service on the "Cornish Riviera Limited" on December 31. The interior decorations have been carried out by Hampton & Sons Ltd.

Elevations and plan showing principal dimensions and tare weight of the modernised composite restaurant cars in service on the G.W.R.

Railway Scenes in South Africa

Braamfontein-Johannesburg locomotive depot. In the foreground is a Beyer Peacock & Co. Ltd. "15 F" class locomotive, described in our December 8, 1944, issue

A Beyer-Garratt locomotive, class "GL," hauling a 1,200-ton load of coal on the Vryheid-Tendega section, Natal

RAILWAY NEWS SECTION

PERSONAL

The directors of Barclays Overseas Development Corporation Limited have appointed the Hon. Geoffrey C. Gibbs to be Chairman. He is a Director of the London & North Eastern Railway Company.

Mr. H. W. Morgan, who, as recorded in our December 28, 1945, issue, has retired from the position of Dock Manager, Swansea Docks, Great Western Railway, has held

Mr. H. W. Morgan
Dock Manager, Swansea Docks, G.W.R., 1923-45

that position since 1923. He entered the service of the Swansea Harbour Trustees in their Traffic Department in 1897, and was transferred to the General Manager's Office in 1902 as personal clerk to the General Manager. In 1916 he was appointed General Manager's Secretary, and in 1922 Assistant General Manager. On the vesting of the Trustees' undertaking in the Great Western Railway Company on July 1, 1923, Mr. Morgan was appointed to the position from which he has now retired.

The late Mr. C. E. Fairburn, who was Chief Mechanical & Electrical Engineer, L.M.S.R., 1944-45, left £47,071.

We regret to record the death, in Cordoba City, Argentina, on January 30, of Mr. R. Stuart, who retired in 1936 from the position of Commercial General Manager, Buenos Ayres Great Southern and Buenos Ayres Western Railways.

INSTITUTE OF TRANSPORT

To fill vacancies, the following have been elected by the Council as Vice-Presidents of the Institute of Transport: Mr. V. M. Barrington-Ward, Divisional General Manager (Southern Area), L.N.E.R.; Mr. S. R. Geary, General Manager (Road Services), L.P.T.B.; Brigadier-General Sir Osborne Mance, lately Director of Canals, Ministry of War Transport.

The vacancy on the Library & Research Committee of the Institute, caused by the death of Sir Alfred Robinson, has been filled by the appointment of Mr. A. Watson (Coast Lines Limited).

Mr. E. V. Swallow, J.P., Dock Manager, Barry Docks, Great Western Railway, who, as recorded in our December 28, 1945, issue, has been appointed Dock Manager, Swansea Docks, joined the Alexandra (Newport & South Wales) Docks & Railway Company in 1903. After obtaining wide experience in the Audit, Wharfinger's, Cargo and other outside Departments, he became Staff Clerk in the General Manager's Office. After the amalgamation of 1922, Mr. Swallow joined the G.W.R. Chief Docks Manager's staff at

Mr. E. V. Swallow
Appointed Dock Manager, Swansea Docks, G.W.R.

Cardiff as Chief Staff Clerk ; he was transferred in 1923 to Swansea Docks as General Cargo Superintendent. In 1926 he was promoted to be Assistant Docks Manager there, and in 1929 became Docks Manager, Port Talbot. Mr. Swallow was appointed Dock Manager, Barry Docks, in 1933.

Sir William Larke is retiring from the position of Director of the British Iron & Steel Federation on March 31 next. He was appointed the Director of the National Federation of Iron & Steel Manufacturers in 1922, and has been associated with the progressive organisation of the industry since that date, culminating in the present British Iron & Steel Federation and the British Iron & Steel Research Association. Sir William Larke has made a complete recovery from the major operation he underwent early last year. He has resumed, and will continue, his various public and other activities.

GREAT NORTHERN RAILWAY (IRELAND)

Mr. J. C. Bailie has been appointed Assistant to the Traffic Manager (Operating).

We regret to record the death, at the age of 93, of Mr. George Nicholson, who retired in 1919 from the position of District Goods Manager, West Hartlepool, North Eastern Railway.

Miss Hettie Grimstead has been appointed Public Relations Officer of the Travel Association. Miss Grimstead previously held a similar post with E.N.S.A.

INDIAN RAILWAY STAFF CHANGES

The services of Mr. Zahid Hussain, C.I.E., Financial Commissioner of Railways, have been replaced at the disposal of the Auditor-General in India.

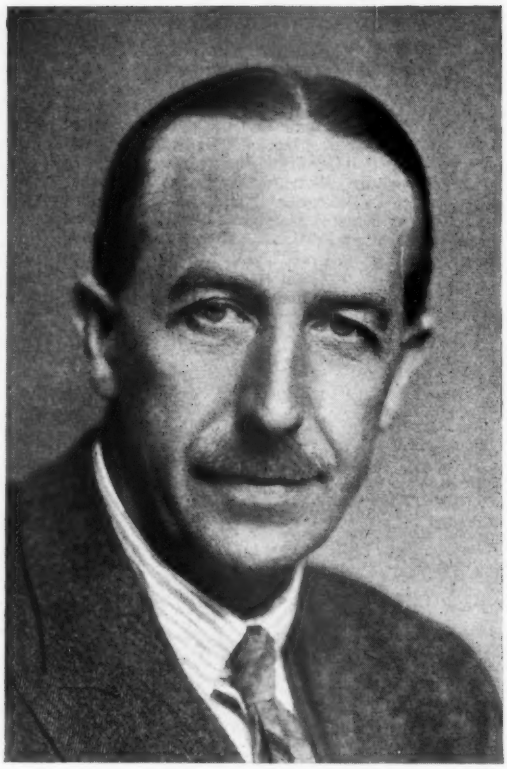
Mr. G. A. R. Trimming, C.I.E., Chief Mechanical Engineer, E.I.R., was granted six months' leave preparatory to retirement as from March 24 last.

Mr. H. B. Adams, Officiating Chief Electrical Engineer, N.W.R., has been nominated by the Chief Commissioner to be a member of the Central Electricity Board.

Mr. H. Hinton Cooper, C.I.E., Chief Mechanical Engineer, N.W.R., has been transferred temporarily to the Railway Board, on special duty in connection with the rehabilitation of rolling stock.

At the Permanent Way Institution Annual Dinner

Left to right: Mr. J. C. L. Train, Chief Engineer, L.N.E.R.; Mr. A. S. Quartermaine, Chief Engineer, Great Western Railway ; Colonel E. Gore Browne, Chairman, Southern Railway Company ; Colonel H. B. Everard, Assistant Engineer (Permanent Way), Chief Civil Engineer's Department, L.M.S.R.; Mr. W. K. Wallace, Chief Civil Engineer, L.M.S.R. A report of the proceedings was given in our last week's issue



Elliott *Mr. H. G. Ivatt* [*& Fry*

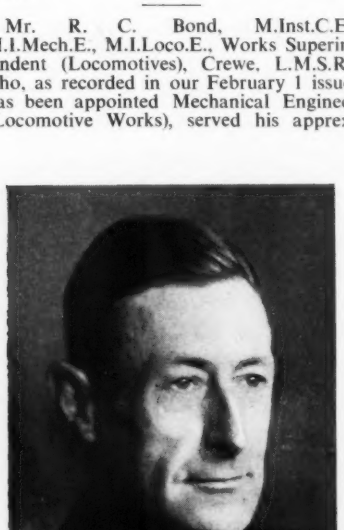
Appointed Chief Mechanical Engineer, L.M.S.R.

Mr. H. G. Ivatt, A.M.I.Mech.E., Principal Assistant for Locomotives to Chief Mechanical Engineer, London Midland & Scottish Railway, who, as recorded in our February 1 issue, has been appointed Chief Mechanical Engineer, is the son of the late Mr. H. A. Ivatt, who was Locomotive Engineer of the Great Northern Railway, from 1895 to 1911. Mr. H. G. Ivatt was educated at Uppingham School and obtained his railway training with the former London & North Western Railway at the Crewe Works. After a period in the drawing office, he became Assistant Running Shed Foreman at Crewe; subsequently he took charge of experimental locomotive work; and later he was appointed Assistant in the Outdoor Machinery Department. During the war of 1914-18 he served on the staff of the Director of Transport in France, and attained the rank of Major. On returning to this country he became Assistant Locomotive Superintendent of the former North Staffordshire Railway at Stoke. Consequent on the amalgamation and the closing of the works at Stoke, he was transferred to Derby and appointed Works Superintendent of the Derby Locomotive Works in May, 1928. From the beginning of August, 1931, the Outdoor Machinery and Fire Sections of the Midland Division also came under his control. In November, 1932, he was appointed Divisional Mechanical Engineer, Glasgow. Mr. Ivatt was appointed Principal Assistant for Locomotives to Chief Mechanical Engineer in August, 1937.

Mr. R. C. Bond, M.Inst.C.E., M.I.Mech.E., M.I.Loco.E., Works Superintendent (Locomotives), Crewe, L.M.S.R., who, as recorded in our February 1 issue, has been appointed Mechanical Engineer (Locomotive Works), served his apprenticeship and pupilage at Derby Locomotive Works from 1920 to 1925. From 1925 to 1928 he was Works Inspector in charge of the inspection of locomotives under construction for the L.M.S.R. by locomotive-building firms. In 1928 he left the railway service and was appointed Assistant Works Manager of the Vulcan Foundry Limited Locomotive Works, occupying that position for three years. During 15 months of that period he was in India in charge of a contract for the mechanical parts of electric locomotives for the Great Indian Peninsula Railway main-line electrification. In 1931 he returned to the L.M.S.R. service, when he was appointed Assistant Works Superintendent, Horwich. In 1933 he became Assistant Works Superintendent, Crewe Locomotive Works. In 1937 he was made Superintending Engineer of the Joint L.M.S.R. and L.N.E.R. Locomotive Testing Station, and on the outbreak of war in 1939 he was appointed Acting Mechanical & Electrical Engineer, L.M.S.R., Scotland. He was appointed Works Superintendent (Locomotives), Crewe, in May, 1941. Mr. Bond is a Member of Council of the Institution of Locomotive Engineers.

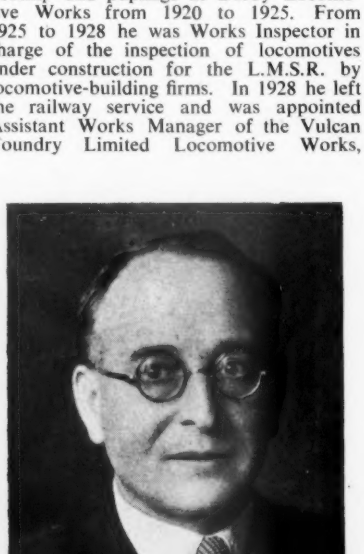
Mr. Ernest Pugson, O.B.E., Principal Assistant for Carriages & Wagons to Chief Mechanical Engineer, L.M.S.R., who, as recorded in our February 1 issue, has been appointed Mechanical Engineer (Carriages & Wagons), received a technical education at the Derby Technical College, and entered Derby Carriage & Wagon Works, Midland Railway, in 1910. After passing through the works as a privilege apprentice, he was appointed Works Inspector in charge of the Progress Department in 1915, a position he held until 1922. In 1923 he became Assistant Works Manager; in 1927, Works Manager; and in 1931, Works Superintendent. He was appointed Principal Assistant for Carriages & Wagons to Chief Mechanical Engineer in August, 1941. Mr. Pugson was made an O.B.E. in the New Year Honours.

Mr. F. A. Harper, M.Inst.C.E., M.I.E.E., Principal Assistant for Electrical Engineering to Chief Mechanical Engineer,



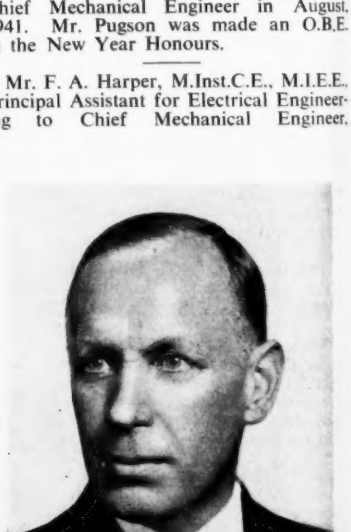
Mr. R. C. Bond

Appointed Mechanical Engineer (Locomotive Works), L.M.S.R.



Mr. E. Pugson

Appointed Mechanical Engineer (Carriages & Wagons), L.M.S.R.



Elliott [*& Fry*

Mr. F. A. Harper

Appointed Mechanical Engineer (Electrical), L.M.S.R.

L.M.S.R., who, as recorded in our February 1 issue, has been appointed Mechanical Engineer (Electrical), had experience with various electrical firms before joining the L.M.S.R. in 1934. At Cambridge, Mr. Harper took first classes in the Natural Sciences Tripos and the Mechanical Sciences Tripos, and on going down in 1912 was apprenticed for two years to Mather & Platt Limited, Manchester. From 1915 to 1918 he saw war service with the Royal Air Force, attaining the rank of Captain, and in the latter year joined the Electric Traction Department of the English Electric Co. Ltd. In 1929 Mr. Harper joined the Consulting Engineers' Department of Imperial Chemical Industries Limited, where he remained until joining the L.M.S.R. as Assistant (Traction) to the Electrical Engineer in 1934. Mr. Harper was appointed Principal Assistant for Electrical Engineering to Chief Mechanical Engineer in August, 1937.

Mr. D. S. Harlock has been appointed Traffic Manager of the Cement Marketing Co. Ltd. Mr. Harlock has been connected with the transport of the Blue Circle organisation for the past 20 years.

We regret to record the death, at the age of 73, of Mr. Frederick Ruffell, O.B.E., who was Passenger Services Assistant to the Chief General Superintendent, L.M.S.R., from 1929 until his retirement in 1932.

Members of the Road Motor Engineer's Department staff, L.M.S.R., at a luncheon held at Crewe on January 24, presented a wallet of notes to Mr. F. G. Jagger, Outdoor Assistant (Running) to the Road Motor Engineer since 1925, who retired on January 1. Mr. W. E. Yates, Assistant Road Motor Engineer, and other colleagues, made reference to the excellent work Mr. Jagger had done for his department.

We regret to record the death on February 3, as the result of a motor accident, of Sir Derek Craven, Bt., aged 35, a Director of Gresham, Craven & Heatly (Holdings) Limited, and Gresham & Craven (India) Limited. He was the only son of the late Commander Sir Charles Craven, Bt., R.N. (retired), who at the time of his death in November, 1944, was Chairman & Managing Director of Vickers-Armstrongs Limited, and Chairman of Gresham & Craven Limited.

Mr. W. P. Bradbury, Assistant Chief Commercial Manager (Outdoor), L.M.S.R., on account of pressure of railway business, has resigned his directorships of the air companies with which he has been associated. These include Scottish Airways Limited, Isle of Man Air Services Limited (of which he was Chairman), British & Foreign Aviation Limited, West Coast Airways (Holdings) Limited, Olley Air Service Limited, and Air Commerce Limited. Mr. Bradbury had a great deal to do with the development of civil aviation by the companies in which the L.M.S.R. is financially interested. He was a member of the Associated Airways Joint Committee, and until recently Commercial Manager of Railway Air Services Limited, and West Coast Air Services, Limited. He was also Chairman of the committee appointed by the railway General Managers, which conducted the investigations on which the Rail-Air Plan, submitted to the Government in October, 1944, was based. Mr. Bradbury is now devoting his full time to the surface-transport activities of the L.M.S.R.

Mr. R. L. D. Maunsell, B.A., B.A.I., M.I.Loco.E., who has been appointed Assistant Chief Mechanical Engineer, Sudan Railways, subsequent to the retirement of Mr. J. D. York last November, was born in Dublin in 1900 and was educated at Shrewsbury and Trinity College, Dublin. After serving as a pupil at the Ashford Works of the Southern Railway, he was appointed Assistant to Mechanical Engineer, Ashford, in 1926. In May of the next year he joined the Sudan Railways as a District Locomotive Superintendent; he has been Works Manager since September, 1939.

The late Mr. William Henry Grieve, who was Chairman & Managing Director of Lightalloys Limited, left £106,239.

Mr. G. W. Quick Smith (National Road Transport Federation), who was a member, representing employers, of the United Kingdom delegation at the meeting of the Inland Transport Committee of the International Labour Office held in London last December, was elected Chairman of the Employers' Group (not, as stated in our January 25 issue, of the Employees' Group) and served on the Sub-Committee on Road Transport.

South African Railways & Harbours

Mr. D. A. Shaw has been appointed Chief Financial Manager and member of the management committee of the Railways & Harbours Administration. This appointment takes the place of the existing post of Financial Adviser.

L.M.S.R. Northern Counties Committee

It is announced in Belfast that Mr. J. W. Hutton, Secretary of the Committee, has been appointed Manager of the L.M.S.R. Northern Counties Committee, in succession to Mr. R. H. W. Bruce, who has resigned for private reasons.

Mr. E. W. Rostern, M.C., Acting Superintendent (Southern Area), L.N.E.R., who, as recorded in our November 30 issue, has been appointed Superintendent (Southern Area) on a permanent basis, was educated at Aldenham School. In 1910 he entered the service of the former Great Central Railway, and was selected for special training under that company's higher-grade scheme. During the war of 1914-18 he served in France with the Railway Operating Division; in 1917 he held the position of Liaison Officer to the French Commission de Réseau du Nord. After the armistice he commanded the Railway Operating Company stationed at Cologne, and from March until July, 1919, he was on the staff of the Inter-Allied Railway Commission. He held the rank of Major, Royal Engineers, was mentioned in despatches, and was awarded the Military Cross and the French Croix de Guerre. In August, 1919, he was appointed Assistant Traffic Manager (Operating) at Doncaster, but in February, 1920, he was released to take up an appointment as Railway Adviser on the staff of the Inter-Allied Plebiscite Commission at Marienwerder, East Prussia, where he was required to report on the problems associated with the movement of traffic through the Polish Corridor. In January, 1924, he became Assistant District Superintendent, Doncaster, where he remained until his appointment in 1932 as District Superintendent, Nottingham. From January, 1940, until June, 1941, Mr. Rostern carried out special duties in connection with train working, with the title of Acting Assistant Superintendent (Southern Area), L.N.E.R.; on the latter date he was appointed Assistant Superintendent, Western Section (Southern Area). Mr. Rostern was appointed Acting Superintendent (Southern Area) in August, 1942.

Southern Railway Appointments

Mr. P. A. White to be Assistant Divisional Superintendent, Western Division.

Mr. H. C. Walter to be Assistant Divisional Superintendent, London Central Division.

Mr. N. L. Collins to be Assistant Divisional Superintendent, Southern Division.

Mr. W. Dabney to be Assistant to Divisional Superintendent, London West Division.

Mr. W. H. Scutt to be Assistant to Divisional Superintendent, London East Division.

Mr. G. J. Anderson to be Assistant to Divisional Superintendent, London Central Division.

Mr. A. H. Greening to be Assistant to Divisional Superintendent, Western Division.

Mr. C. N. Thompson (Deputy Assistant for Road Transport) to be Veterinary Surgeon & Horse Superintendent.

L.M.S.R. Staff Changes

Mr. H. F. Cox, Goods Agent, Oldham (L.M.S.R. & L.N.E.R.), to be Goods Agent, Salford & Pendleton, in place of Mr. G. H. Fieldsend, promoted.

Mr. J. Yates, Chief Clerk, Goods Department, Manchester (Liverpool Road), succeeding Mr. H. F. Cox as Goods Agent, Oldham (L.M.S.R. & L.N.E.R.).

Mr. F. C. Williams, Chief Claims Clerk, District Goods & Passenger Manager's Office, Stoke, to be Goods Agent, Longport, in place of Mr. R. Evans, promoted.

Mr. A. Brown, Goods Agent, Wishaw, to be Goods Agent, Dumfries, in place of Mr. H. Cowper, retired.

Mr. R. Drummonds, Chief Accounts Clerk, Dundee West, succeeding Mr. A. Brown as Goods Agent, Wishaw.

Mr. A. Brownlie, Head Office Inspector, Operating Manager's Office, Glasgow, to be Stationmaster, Ayr, in place of Mr. J. W. Collins, deceased.

Mr. H. T. Winterburn, Stationmaster, Barnsley (Court House), also in charge of Barnsley (Exchange), to be Stationmaster & Goods Agent, Uttoxeter, in place of Mr. A. H. Burrow, retired.

Captain F. C. Raven, Master, Heysham Harbour, to be Marine Superintendent & Harbourmaster, Heysham Harbour, in place of Commander W. B. Clementson, retiring.

Mr. J. S. Campbell, Assistant (Steelwork Section), Chief Engineer's Office, Watford H.Q., to be Steelwork Assistant to Chief Civil Engineer, Watford H.Q., in place of Mr. H. W. Newman, retiring.

Mr. M. Harbottle, Assistant to District Engineer, Inverness, to be Assistant to District Engineer, Perth, in place of Mr. C. Scott, promoted.

Mr. T. Campbell, Engineering Assistant, District Engineer's Office, Perth, succeeding Mr. M. Harbottle as Assistant to District Engineer, Inverness.

Mr. S. A. Saunders, District Permanent Way Inspector, Lancaster, to be Chief Permanent Way Inspector, Leeds, in place of Mr. W. Nicholls, deceased.

Mr. J. H. S. Guest, Inspector, Road Motor Engineer's Office, Watford H.Q., to be Outdoor Assistant to Road Motor Engineer, Watford H.Q., in place of Mr. F. G. Jagger, retired.

Parliamentary Notes

L.M.S.R. Bill

The London Midland & Scottish Railway Bill was presented to the House of Lords on January 24 and read the first time.

Ministers of the Crown (Transfer of Functions) Bill

When the Ministers of the Crown (Transfer of Functions) Bill came before the House of Commons for second reading on January 25, Mr. Herbert Morrison (Lord President of the Council), who explained the clauses in the Bill, said that the peacetime office of Minister of Transport was, at present, unfilled. When the Bill became law, the Prime Minister would make a recommendation to His Majesty about the filling of the post. If the Prime Minister's choice fell on the holder of the office of Minister of War Transport, that Minister would for the moment hold two offices; but an Order in Council would be presented immediately under clause 1 (2) dissolving the Ministry of War Transport and transferring all the Minister's functions to the Minister of Transport. That might seem rather a complicated procedure, but it was quite rational and simple in practice and it was the proper way of unravelling the wartime position. One important effect of that procedure would be to equip the Minister of Transport with those functions relating to mercantile marine which, before the war had belonged to the Board of Trade and had been exercised during the war by the Minister of Shipping and the Minister of War Transport in succession. It was for that reason that the Minister of Transport required a clause to himself in the Bill, because there were certain provisions in the Ministry of Transport Act, 1919, which were not formally suitable to a Ministry with those extended functions. Clause 6 and the second schedule were necessary to enable the appropriate adiustments to be made.

The second reading was agreed to.

Civil Aviation

Viscount Swinton in the House of Lords on January 23 asked the Government whether it had any statement to make about the board of the British Overseas Airways Corporation.

Lord Winster (Minister of Civil Aviation): As a wartime measure the number of the members of the board of the British Overseas Airways Corporation was restricted to a maximum of nine. With the end of the war the necessity for this restriction has disappeared and the Order in Council imposing it has been revoked. Up to the date of the revocation of this Order in Council the board consisted of the following seven members: Lord Knollys (Chairman), Sir Harold Howitt (Deputy-Chairman), General Critchley (Director-General), Mr. D'Erlanger, Sir Simon Marks, Mr. Marchbanks and Mrs. Fahie. During the last two years the yearly mileage flown by the B.O.A.C. has increased from 12,000,000 to 30,000,000. During the last fourteen months no passenger has met with a fatal accident. This latter fact, and the regularity with which the services have been maintained, reflects great credit on the way in which the board has discharged its duties, and I take this opportunity of thanking Mrs. Fahie and Sir Simon Marks for the valuable assistance they have rendered during their membership of the board and to place on record my appreciation of their services.

The new board will consist of the following members: Lord Knollys, Sir Harold Howitt, Mr. D'Erlanger, Mr. Marchbank, Sir Harold Hartley, Mr. Garro-Jones, Lord Burghley, Major Thornton, Major McCrindle, Mr. Clement Wakefield Jones. Lord Knollys and Sir Harold Howitt have accepted my invitations to continue as whole-time Chairman and Deputy-Chairman, respectively, and General Critchley informed me on January 10, in a letter which has been made public, of his wish to be released from his position on the board. I acceded to his request with effect from June 30, 1946, but in view of the public criticism of Government policy which he has since expressed, General Critchley agrees that his reappointment to the board has become inadvisable. The board of the B.O.A.C. has accepted his resignation as Director-General as from March 31, 1946. I take this opportunity of thanking General Critchley for his services to civil aviation as Director-General of the B.O.A.C. and for the great energy and application which he has continuously displayed during nearly three years during which he has held that office.

Pending the passage of an Air Transport Bill which I shall introduce and the formation thereafter of the European corporation foreshadowed in the White Paper, the board of the B.O.A.C. has arranged that Sir Harold Hartley and Mr. D'Erlanger shall devote themselves to matters concerning the European services, present and projected, and with the civilianisation of European services at present operated by Transport Command. On the formation of the European corporation, Sir Harold Hartley and Mr. Gerard D'Erlanger will join the board as Chairman and Chief Executive, respectively. For all boards formed under the civil aviation policy I propose to institute a rule of retirement by rotation in accordance with usual commercial practice.

Viscount Swinton said that General Critchley had retired. He asked if it was intended that there should be in future no Chief Executive of the Corporation. If it was intended that there should be one, who would discharge those functions? Would the B.O.A.C. run all the services pending the creation of those new corporations? When a European corporation was formed, would Sir Harold Hartley and Mr. D'Erlanger, who were to be Chairman and Chief Executive of that corporation, remain on the board of the B.O.A.C., or would they be separated from it and conduct the European corporation as a separate undertaking? Could the Minister tell the House who were going to be Chairman and Chief Executive of the South American corporation? Could he also inform the House whether it was correct that the B.O.A.C. had, in fact, made a profit, as had been stated, during the past year of £1,500,000, and, if so, was that profit calculated on a strictly commercial basis?

Lord Balfour of Inchrye asked whether the taking over of the European routes from the Air Transport Command must await the formation of the European corporation, or would the process go on at once?

Lord Winster said that Lord Knollys, the Chairman of the B.O.A.C., would be submitting to him his proposals for organisation of the Corporation subsequent to those changes. Pending the formation of the two new corporations, interim arrangements had to be made, and these would be announced in detail. On the formation of the new European corporation Sir Harold Hartley and Mr. D'Erlanger would leave the board of the B.O.A.C. and would join the board of the new European corporation as Chairman and Chief Executive Officer, respectively. As to the question concerning what profits the B.O.A.C. had made, the accounts of the corporation would be presented shortly, when those matters would be dealt with. As concerned taking over the European routes from Transport Command, that would not await the formation of the new corporation. The process was in hand now and would proceed continuously until the new corporation was formed. In the forthcoming debate on civil aviation he would reply in the fullest detail to the points which had been raised.

Lord Swinton said that a statement had been made publicly that a loss of two-and-a-half million had been converted by the B.O.A.C. into a profit of one-and-a-half million. He asked whether that statement had been made on the Minister's authority.

Lord Winster: No.

Questions in Parliament

Late Running of L.M.S.R. Expresses

Mr. J. H. McKie (Galloway—C.) on January 28 asked the Minister of War Transport if he was now in a position to make a statement concerning the consistent late running of the following L.M.S.R. express trains: 10 a.m. Glasgow (Central) to Euston; 10 a.m. Glasgow (St. Enoch) to St. Pancras; 8.40 a.m. Perth to Euston; and 10 a.m. St. Pancras to Glasgow (St. Enoch).

Mr. Alfred Barnes (Minister of War Transport): The running of these trains is recognised to be unsatisfactory, and I regret that their unpunctuality was aggravated in December and early January by the heavy holiday traffic and by fog. I am in consultation with the railway companies concerning the possibility of overcoming the various difficulties which are giving rise to delays to passenger services generally.

Mr. McKie: Will the Minister remember that this matter has now been under the consideration of his department for at least three months, and can he hold out any hope that, in the not too far distant future, passengers on these trains—and there is a very large travelling public between London and Scotland the journeys of which are really necessary—will benefit by some improvement?

Mr. Barnes: I am aware of the difficulties, and it is my intention to convey them to the Railway Executive Committee.

Mr. H. Hynd (Hackney Central—Lab.): Will there be more efficient service when the railways are nationalised?

Colonel A. Gomme-Duncan (Perth—C.): Will the Minister also bear in mind that the 8.20 from Perth runs so late now that it is impossible to make appointments in London before noon?

Mr. Barnes: I should like to make it plain to the House that the control of trains is entirely in the hands of the railway companies, and it is my intention, aware as I am of the growing dissatisfaction, to convey it to the proper quarter.

Gravesend Railway Service

Mr. Garry Allighan (Gravesend—Lab.) on January 28 asked the Minister of War Transport whether, in view of the congestion on trains which served Gravesend, he would see that the through Gillingham trains did not stop at Woolwich and, if possible Dartford.

Mr. Alfred Barnes: No, Sir. To eliminate the stop at Woolwich would cause serious inconvenience to the considerable number of people working in the Wool-

wich area who use these trains at present. As concerns the stop at Dartford, I would refer Mr. Allighan to my answer to his question on December 5 last (see *The Railway Gazette* of December 28).

Mr. Allighan: Will the Minister represent to the Southern Railway the necessity for improving train services to Gravesend during the peak hours, because during those hours most of the accommodation is being used by passengers *en route*, thus causing a great congestion?

Mr. Barnes: I will be only too pleased to direct the attention of the Southern Railway to the remarks of Mr. Allighan.

Closed Branch Lines

Mr. T. Steele (Lanark—Lab.) on January 28 asked the Minister of War Transport how many branch lines had been closed in Scotland for either passenger or goods traffic since September, 1939.

Mr. Alfred Barnes in a written answer stated: Two branch lines have been closed for both passenger and goods traffic; two for goods traffic only; and 11 for passenger traffic only. I am forwarding to Mr. Steele particulars of the lines affected.

Mr. T. Steele on January 28 also asked the Minister of War Transport if he was prepared to issue an instruction that no further closing down of branch lines should be undertaken pending the nationalisation of transport.

Mr. Alfred Barnes in a written answer stated: No, Sir, but no branch lines will be closed in present circumstances without my prior concurrence.

Troops and Leave Trains

Mr. A. T. Lennox-Boyd (Mid-Bedford —C.) on January 23 asked the Minister of War Transport how many troop and leave trains, respectively, were being run by each of the main railway companies each week; and how those figures compared with the number run in January, 1944.

Mr. Alfred Barnes in a written answer stated: The numbers of special trains run by each of the main-line railway companies for Service personnel on duty and on leave, respectively, during the week ended Saturday, January 12, 1946, and the corresponding week in January, 1944, were as follow:—

	Special trains for duty personnel		Special leave trains (including short distance recreational leave trains)	
	1946	1944	1946	1944
G.W.R.	28	77	144	153
L.M.S.R.	109	313	150	176
L.N.E.R.	39	89	163	94
Southern Railway ...	152	130	277	111
Total	328	609	734	534

Train Accidents

Mr. Ernest Davies (Enfield—Lab.) on January 23 asked the Minister of War Transport (1) if he would give the reason for the number of recent train accidents; and whether he would arrange for the maintenance of rolling stock and the permanent way at a level which assured the safety of the travelling public and railway employees; and (2) whether he would institute a special inquiry into the causes for the increase in the number of train accidents in recent weeks.

Mr. Alfred Barnes stated in a written answer: Full inquiries have been held into the recent accidents, and the reports will be published as soon as possible. I do not think a special inquiry would serve a better purpose. The railways have been subjected during the last six years to intensive strain, which has been met successfully despite depleted staffs. Large arrears of maintenance have inevitably accrued, and will be overtaken as rapidly as supplies of labour and materials permit. I am advised, however, as a result of the inquiries that recent accidents are not indicative of any general depreciation in the high standard of safety which has been upheld in the past.

Locomotives Awaiting Repair

Mr. A. T. Lennox-Boyd (Mid-Bedford —C.) on January 23 asked the Minister of War Transport if he would state the number of railway locomotives under or awaiting repair; the percentage that that represented of the total stock; and what was the percentage under or awaiting repair on September 2, 1939.

Mr. Alfred Barnes in a written answer stated: The number of locomotives under and awaiting repair at November 3, 1945 (the latest available date) was 3,404, as compared with 3,296 in September, 1939; in both cases this represented 16.94 per cent. of the operating stock. I am informed that the figures are, however, not strictly comparable, as many engines have now to be maintained in service on account of heavy traffic requirements which would normally be awaiting repairs.

Staggered Holidays

Mr. David Jones (The Hartlepools—Lab.) on January 24 asked the Minister of Labour & National Service whether he had yet appointed, and could announce the membership of, the standing committee which was to consider the staggering of holidays as recommended.

Mr. G. Isaacs stated in a written answer: I have now appointed a standing committee to stimulate and co-ordinate action on this matter in England and Wales. The first meeting of the committee was held on January 22 under the Chairmanship of the Parliamentary Secretary. I am in consultation with the Secretary of State for Scotland as to the composition of the standing committee for Scotland, and I hope to be in a position to announce the formation of the committee very shortly. Membership is as follows:—

British Employers' Confederation: Brigadier-General A. C. Baylay, C.B.E., D.S.O., Mr. H. M. Piper, C.B.E.

Trades Union Congress: Dame Anne Loughlin, D.B.E., Mr. A. F. Papworth.

Urban Districts Councils' Association: Mr. V. Seaton Gray.

County Councils' Association: Mr. G. Canty.

Association of Municipal Corporations: Alderman A. E. Ager, J.P.

Association of Education Committees: Representative to be nominated.

Railway Executive Committee: Mr. F. A. Pope, C.I.E.

Road Transport Industry (Public Service Vehicle Operators): Mr. R. I. H. Longman, Mr. F. A. Flin.

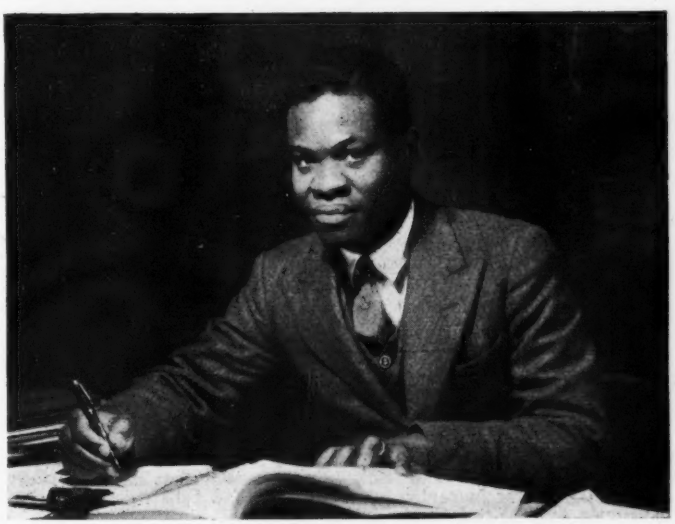
African Railwaymen in Great Britain

MR. AMMAH MENSAH AGBOKPOR is probably the first visitor from the Gold Coast that the railwaymen of Hull and Darlington have seen. But he has settled down among them for two years to be trained as a traffic inspector on the L.N.E.R. After that he will take his skill back to British West Africa.

His studies are part of the general policy of the Railway Administration of the Gold Coast to prepare African officers for promotion to appointments at present held by Europeans. Mr. Agbokpor, aged 37, is one of three scholarship candidates. The two other Gold Coast men are studying railway accounts.

After studying consigning, loading, cartage, and delivery methods at the L.N.E.R. Goods Department at Darlington, Mr. Agbokpor went to Hull to see the working of a big goods station. Next he will go to Newcastle and elsewhere to learn about passenger work and to the operating school at Darlington to be instructed in operating matters.

The Colonial Office Press Section states that Mr. Agbokpor likes England. He says, "I felt a bit at sea and absolutely stranded for somewhere to lodge when I arrived. But Mr. and Mrs. E. G. Thwaites, of Bank Top Station, took me in, although I was unknown to them and a foreigner at that. I cannot say how much their kindness has meant to me and the same applies to my present hosts, Mr. and Mrs. A. W. Drake, of New Village Road, Cottingham. When I go back I shall tell my people what English hospitality really is. I have been charmed and impressed by the hospitable way I have been received and made welcome wherever I have worked."



Mr. A. M. Agbokpor, from the Gold Coast, who is studying British railway working on the L.N.E.R.

Penicillin Train on Southern Railway

Colonel Gore Browne opens exhibition coaches at Waterloo Station

The Penicillin Exhibition Train, organised by St. Mary's Hospital, London, which was described in our September 7, 1945, issue, has recently completed a tour of the Great Western Railway, during which it was seen by 80,000 persons. On Friday last, Colonel Eric Gore Browne, D.S.O., O.B.E., Chairman of the Southern Railway Company, presided at Waterloo Station at the opening of the exhibition on the Southern Railway system. The train is to make a tour on the Southern Railway, in the course of which it will visit nearly 40 stations.

Colonel Eric Gore Browne, in declaring open the coach to the public, said that the Great Western Railway were the major supporters of St. Mary's Hospital, where penicillin had been discovered, and he regretted that Lord Portal, Chairman of the Great Western Railway Company, could not attend the ceremony.

Mr. Anthony de Rothschild, Chairman of St. Mary's Hospital, thanked Colonel Eric Gore Browne for the assistance of the Southern Railway Company to St. Mary's Hospital in permitting the exhibition train to travel over Southern Railway tracks.

After the opening ceremony, a luncheon was given by Colonel Gore Browne at the Charing Cross Hotel, at which the following were among those present:—

St. Mary's Hospital

Mr. Anthony de Rothschild (Chairman); General Sir Hubert de la Poer Gough, G.C.B., G.C.M.G., K.C.V.O. (Deputy Chairman & Chairman of Appeals Committee); Professor Sir Alexander Fleming, F.R.C.P., F.R.C.S., F.R.S. (Assistant Director, Innoculation Department); Sir Andrew Duncan, P.C., G.B.E. (Member of Board); Miss M. G. Milne, O.B.E. (Matron); Mr. V. Zachary Cope, M.D., M.S., F.R.C.S. (Senior Surgeon); Dr. Denis Brinton (Dean of Medical School); Colonel W. Parkes, D.S.O., M.C. (House Governor); Major V. M. Lunnon (Director of Appeals).

Civic

Mayor of Lambeth (Councillor A. Deady, J.P.); Mayor of Westminster (Councillor E. H. Keeling, J.P.); Mayor of Paddington (Alderman H. Hobsbaun, J.P.).

Southern Railway

Mr. John Elliot (Deputy General Manager); Brigadier L. F. S. Dawes, M.B.E. (Secretary); Messrs. R. M. T. Richards, O.B.E. (Traffic Manager); S. W. Smart (Superintendent of Operation); V. A. M. Robertson, C.B.E., M.C. (Chief Civil Engineer); C. M. Cock, M.I.E.E., A.M.I.E. (Aus.) (Chief Electrical Engineer); H. L. Smedley (Solicitor); A. B. MacLeod (Stores Superintendent); Dr. W. A. R. Mailer (Assistant Medical Officer); Messrs. O. W. Cromwell (Chief Officer for Labour & Establishment); H. A. Short, M.C. (Deputy Traffic Manager); Colonel H. C. Prescott, C.M.G., C.I.E. (Chief of Police); Messrs. A. Endicott, M.B.E. (Estate & Rating Surveyor); J. L. Harrington (Assistant (General) to General Manager); E. Uzzell (Welfare Officer); G. Wynne Davies, O.B.E. (Representing Mr. C. Grasemann, Public Relations & Advertising Officer); W. Geo. Pape, O.B.E. (Wartime Economy & Salvage Liaison Officer); E. G. Trangmar (Personal Assistant to General Manager).

Colonel Gore Browne, in welcoming the guests, said that Mr. Anthony de Rothschild and Sir Alexander Fleming went to bed at night knowing that they had achieved a great good for humanity. A railway Chairman went to bed wondering what he had achieved. He paid high tribute to Sir Andrew Duncan, under whom he had served as Rubber Controller, when Sir Andrew Duncan had been Minister of Supply. Sir Andrew Duncan had been a great Minister of the Crown and was well known to members of the board of the Southern Railway Company, for during the war he had spent a long evening with the directors discussing transport problems.

Sir Alexander Fleming, in thanking Colonel Gore Browne for the assistance which the Southern Railway was giving St. Mary's Hospital, made a plea for more free time being given to those engaged on research. He said that it was during research in his own time, when he was not engaged on his ordinary work at the hospital, that he had pursued his researches into penicillin, which had resulted in its development.

Mr. Anthony de Rothschild said that he had no doubt that the tour of the penicillin train on the Southern Railway would be even more successful than it had been on the Great Western Railway, and he thanked the Southern Railway Company for assisting the hospital in its efforts to make known to the public some of the wonders of medical research.

Sir Andrew Duncan, who, as Minister of Supply, had been responsible for organising supplies of penicillin, said that he would like to make the suggestion that his thanks to the Southern Railway might be deferred until the results of the tour were known. Sir Alexander Fleming and Mr. de Rothschild had hastened to express their thanks before the train had started, but as a Scotsman, in the unusual position of accepting hospitality, he thought that perhaps it might be a good thing if a similar meeting were held at the conclusion of the tour. He thanked Colonel Gore Browne for his references to him (Sir Andrew Duncan) when Minister of Supply. He did not know whether Colonel Gore Browne knew much about rubber when he had taken on the job of Rubber Controller, but he did know that he knew all about it by the time that he had to leave the Ministry, to his (Sir Andrew's) deep regret, to assume the position of Chairman of the Southern Railway Company.

Surplus Persian Railway Equipment for China

THE sale for $5,958,916 to U.N.R.R.A. for use in China, of surplus railway equipment located in Persia, was announced by Mr. Thomas B. McCabe, U.S.A. Foreign Liquidation Commissioner, at the end of last year. This railway equipment, which originally cost $8,128,106 in the United States, has been loaded on 10 freighters and one locomotive carrier at Khorramshahr, Persia, by local civilian contractors, for shipment to China.

All the locomotives and 50 per cent. of all other items of equipment are being sent to Shanghai; the remainder is being shipped to the Hong Kong-Kowloon area. Included in the transaction were 20 oil-burning locomotives, 1,548 gondolas, 1,370 box cars, 499 flat cars, 24 twenty-ton guards vans, 8 ballast cars, and 42,800 ft. of 75-lb. rail.

This U.N.R.R.A. transaction was for dollars, and is in addition to the recently-announced sale of all movable goods in Persia to a private Persian syndicate for approximately $7,000,000.

Late Running on the L.M.S.R.

Last Sunday, *The Sunday Express* completed its railway survey with the L.M.S.R. official schedule of actual main-line running times and reasons for delays during a full week, excluding Sunday. In addition to inferior coal, track repairs, and signal hold ups, the company blames shortage of trained staff and the effects of the war on railway equipment generally. Reference to the L.M.S.R. schedule is made in an editorial note on page 138. Previous schedules have been given in our issues of February 1 (page 131), January 25 (page 102), and January 18 (page 81).

	Minutes late on January 25	26	28	29	30	31
Euston to Holyhead, 8.15 a.m.	0	0	6	24	0	0

[Mechanical defects on January 28 and 29.]

	Minutes late on January 25	26	28	29	30	31
Euston to Glasgow, 10 a.m.	16	2	31	19	55	138

[Track repairs on January 25 and 30. Bad coal on January 28 and 30. Heavy load on January 25 and stoppage of train ahead on January 29 to take water. Engine failure on January 30. Main cause of heavy delay on January 31 was blockage of line by goods train.]

	Minutes late on January 25	26	28	29	30	31
Euston to Liverpool, 10.35 a.m.	0	0	3	10	0	0

[Broken rail at Kilsby on January 29.]

	Minutes late on January 25	26	28	29	30	31
Manchester to Euston, 2.15 p.m....	31	20	59	13	9	29

[Illness of driver and shortage of steam on January 25. Inferior coal and late connecting trains on January 26 and 29. Mechanical defects, station duties, and reaction from previous delays on January 28. Track repairs and stoppage for water on January 30. Hold-up by goods train on January 31.]

	Minutes late on January 25	26	28	29	30	31
Liverpool to Euston, 2 p.m....	29	16	16	20	9	37

[Inferior coal on January 25, 26 and 29. Signal defects on January 28 and 31. Illness of driver of previous train on January 26. Track repairs on January 30 and 31.]

	Minutes late on January 25	26	28	29	30	31
Glasgow to Euston, 10 a.m....	32	34	66	60	20	32

[Inferior coal on trains in front delayed this train each day; also track repairs on January 25, 28 and 29.]

	Minutes late on January 25	26	28	29	30	31
St. Pancras to Manchester, 11 a.m.	3	0	0	0	0	0

	Minutes late on January 25	26	28	29	30	31
St. Pancras to Sheffield, 3 p.m.	0	12	16	5	0	8

[Track repairs on January 26, 28 and 29. Electrical failure on January 26. Signal light out on January 28. Inferior coal on January 31.]

	Minutes late on January 25	26	28	29	30	31
St. Pancras to Leeds, 4.5 p.m.	23	11	14	12	24	11

[Track repairs held up this train each day. A goods train held up; rough weather delayed it on January 28.]

	Minutes late on January 25	26	28	29	30	31
Leeds to St. Pancras, 7.45 a.m.	13	35	3	16	9	0

[Track repairs on January 25, 26, 28, 29 and 30. Held up by goods trains on January 26, lateness of connecting train on January 29, and electrical failure on Jan-

uary 30. Train also lost six minutes through being out of course on January 26.]

	Minutes late on January					
	25	26	28	29	30	31
Sheffield to St. Pancras, 9.30 a.m.	2	33	0	3	0	5

[Engine failed at Derby on January 26 with burst steam pipe and train was worked forward by inferior class engine. Inferior coal on freight train ahead on January 31.]

	Minutes late on January					
	25	26	28	29	30	31
Manchester to St. Pancras, 10.45 a.m.	21	5	3	0	20	0

[Track repairs and loss of time by goods train on January 25. Inferior coal on previous train on January 26. Mechanical defect to engine on January 30.]

F.B.I. Conference on Industry and Research

A two-day conference on industry and research, under the auspices of the Federation of British Industries, will be held at the Kingsway Hall, London, on March 27 and 28. It will give an opportunity for representatives of organised industry and those who, in this country, are leading and directing industrial research, to meet and discuss their common problems. The conference will take as its leading subject the application of science by industry and the part which research is playing, and can play, in promoting industrial efficiency, exports, full employment and a higher standard of living. It will be divided into four sessions, with speakers, or readers of papers, as follows:—

Session 1: Science, Industry and the Community: speakers: Sir William Larke, Sir Edward Appleton, Sir Harold Hartley, Sir Ernest Simon.

Session 2: Scientific Research and Production: papers: "Research and Quality," by Dr. J. R. Hosking, Director of Research & Development, Paints Division, Imperial Chemical Industries Limited: "Research and Production Costs," by Mr. A. Healey, Director of Production, Dunlop Rubber Co. Ltd.: "Conversion of Research into Production," by Dr. C. C. Paterson, Head of the Research Laboratories, General Electric Co. Ltd.

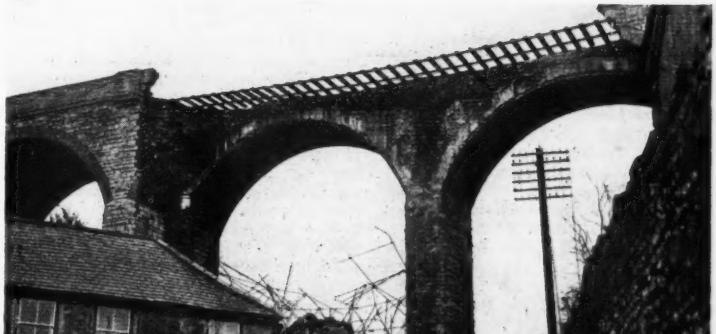
Session 3: Scientific Research and Industrial Expansion: papers: "How New Industries Arise," by Dr. R. E. Slade, lately Research Controller, Imperial Chemical Industries Limited; "Modernisation of Processes and Plants," by Mr. C. H. Davy, Chief Research Engineer, Babcock & Wilcox Limited: "The Part Co-operative Research Can Play," by Mr. A. J. Philpot, Director of the Scientific Instrument Research Association.

Session 4: The Application of Research in Industry: papers: "The Firm with a Research Department," by Dr. P. Dunsheath, President, Institution of Electrical Engineers, and Director & Chief Engineer, W. T. Henley's Telegraph Works Co. Ltd.: "The Firm without a Research Department," by Sir Raymond Streat, Chairman of the Cotton Board.

Parts of sessions 2, 3 and 4 will be open to discussion, and, at the end of the conference, Sir William Larke, Chairman of the F.B.I. Committee, will sum up.

MEXICAN EASTERN RAILWAY CO. LTD.—At an extraordinary general meeting of the Mexican Eastern Railway Co. Ltd., on December 20, 1945, a resolution was passed that the company be wound up voluntarily and that Mr. C. M. Duncan, Chartered Accountant, of 112-114, Cannon Street, E.C., and Mr. A. Hawley-Young, Chartered Secretary, of 163, Winchester House, Old Broad Street, E.C., be appointed Liquidators.

Partial Collapse of Viaduct at Shepton Mallet, on Bath-Bournemouth Line, L.M.S.R.



Three views of the viaduct at Shepton Mallet on the Bath-Bournemouth line, which suffered a partial collapse last weekend. Single-line working was in operation over the viaduct a few hours after the collapse, which left a section of the rails and sleepers of the up line suspended

Notes and News

Sheeting of Traffic.—The Minister of War Transport on January 16 made the Railways (Sheeting of Traffic) (Revocation) Order, 1946.

Senior Draughtsman Required.—A position is available for a senior draughtsman who has had experience in design of locomotive accessories. See Official Notices on page 159.

Films on Road and Rail Transport.—At a meeting of the Institute of Transport Southern Section at Brighton on February 20 at 5.30 p.m., an exhibition of films on road and rail transport will be given by Mr. C. Grasemann, M.Inst.T.

Permanent Way Inspector Required.—A permanent way inspector is required by the Kenya & Uganda Railways & Harbours for one tour of two to four years in the first instance. For full particulars see Official Notices on page 159.

Agreed Charges.—Applications have been made to the Railway Rates Tribunal for the approval of 41 further agreed charges under the provisions of Section 37 of the Road & Rail Traffic Act, 1933. Notices of objection should be filed on or before February 12.

Central Uruguay Railway Moratorium.—At adjourned meetings held on January 28, resolutions were passed unanimously sanctioning the moratorium of interest on the 4½ per cent. first and 5 per cent. second debenture stocks of the Central Uruguay Railway Co. of Monte Video Ltd.

L.N.E.R. Motor Boat Services Resumed.—The L.N.E.R. motor boat services between Harwich and Felixstowe and Harwich and Shotley were restored on February 1. The services are being operated by one boat, with another kept in reserve (the motor vessels *Brightlingsea* and *Hainault*), and consist of six trips daily in each direction on both routes. It is hoped that by mid-June it will be possible to restore the hourly service which was operated before the war.

International Railway Meetings.—The permanent committee of the International Railway Congress Association has met, in Brussels, for the first time since the war; Monsieur Henning (General Manager, Belgian National Railways) has been elected President, and Monsieur Goursat (General Manager, French National Railways), Vice-President. At the request of the Swiss Government, the next congress of the association is to be held in Switzerland, next year. Sir Charles Newton (Chief General Manager, London & North Eastern Railway) attended the meeting of the permanent committee of the International Railway Congress Association, also the first post-war meeting of the International Union of Railways, in Paris, and represented the British railways.

Engineering Inspection Equipment.—Several testing and measuring appliances originally designed for the internal requirements of Thos. Firth & John Brown Limited, and now made available to the engineering industry in general, will be shown on the firm's stand at the North-East Coast Exhibition of Scientific & Engineering Inspection Equipment, to be held in the Hussars' drill hall, Northumberland Road, Newcastle, from February 12 to 22. A range of Hardometer hardness testing machines will be shown, including a new type embodying variable loading between 2 kg. and 40 kg. for tests on a wide range of subjects from non-ferrous metals to intensely hard materials. The firm is also exhibiting measuring instruments for screw threads, and a range of micrometers with faces of Mitia tungsten carbide to resist wear and maintain accuracy.

Agents Wanted.—Manufacturers of rolling stock equipment and specialities require company with established railway connections as agents in Swindon/Gloucester area. See Official Notices on page 159.

Railway Benevolent Institution.—A special meeting of the members of the Railway Benevolent Institution has been summoned, at the Railway Clearing House, Friern Barnet Lane, Whetstone, N. 20, on February 19, at 12.40 p.m., for the purpose of appointing a Trustee in the place of the late Mr. William Whitelaw.

London & North Eastern Railway Company.—An extraordinary general meeting of the proprietors of the London & North Eastern Railway Company will be held in the Board Room, Marylebone Station, London, N.W.1, on Friday, February 22, at 12.30 p.m., for the purpose of electing an auditor. See Official Notices on page 159.

Air Transport and the Public.—An Institute of Transport meeting will take place on February 11 at 5.30 p.m., at the Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2, when the Brancker Memorial Lecture, on "Air Transport and the Public," will be given by the Rt. Hon. Viscount Knollys, M.Inst.T., Chairman of the British Overseas Airways Corporation.

Thomas Tilling Limited.—Total income of Thomas Tilling Limited for 1945 was £741,547, of which £683,382 was from subsidiaries. Corresponding figures for 1944 were £698,156 and £642,184. After deduction of fees and £152,000 for tax provision, the profit for the year is £586,347, compared with £562,956 in 1944. The total ordinary dividend of 10 per cent. remains the same. A sum of £100,000 has again been placed to general reserve, and the carry forward of £288,614 compares with £230,766 in the previous year.

Passenger Trains Take Precedence on Southern Railway.—During the war the very heavy tonnage of freight (41 per cent. more than 1939), passing over the Southern Railway made it imperative to give preference in running to freight trains over ordinary passenger trains. As part of the endeavour to improve the time-keeping of Southern Railway passenger trains, particularly in the business hours, instructions have been given to Traffic Controllers and signalmen throughout the system that, except in certain specified cases, passenger trains must once again be given preference, and this is now in operation.

Green Line Coaches.—The London Passenger Transport Board announced recently that on and after February 6 two Green Line coach routes would commence to operate:—

Route 715—Hertford to Guildford, *via* Oxford Circus (30-minute interval)

Route 720—Bishops Stortford to Aldgate (30-minute interval)

It is hoped to introduce further Green Line routes during the coming months. At present single fares only will be available. Before the outbreak of war the Board had agreed with the Government that in an emergency 300 Green Line coaches would be converted into ambulances, and on September 3, 1939, all Green Line coaches were withdrawn; equipment was installed as coaches came off service, and within five hours all 300 coaches were ready for duty as ambulances. Most of the ambulance coaches were transferred immediately to garages in the London area and were used to evacuate hospital patients. Limited Green Line services were restored in November, 1939, with the use partly of coaches, some 150 of which were released by the Government, and partly of double-deck buses. As the result of further fuel restrictions, however, the services were finally withdrawn in September, 1942.

British and Irish Railway Stocks and Shares

Stocks	Highest 1945	Lowest 1945	Prices Fec. 5, 1946	Prices Rise/Fall
G.W.R.				
Cons. Ord.	60⅜	47½	54½	—
5% Con. Pref. ...	124½	104½	113½	— 1
5% Red. Pref. (1950)	107⅜	101½	103	—
5% Rt. Charge ...	137½	120	126½	—
5% Cons. Guar. ...	135½	117	122½	+ 1
4% Deb.	118	106	112	—
4½% Deb.	119½	108	112½	+ 1
4½% Deb.	124½	111½	117	—
5% Deb.	138	124	126	—
2½% Deb.	83	74½	81½	—
L.M.S.R.				
Ord.	33	23½	27½	+ ½
4% Pref. (1923) ...	65	50	56	—
4% Pref.	80⅜	69½	78½	—
5% Red. Pref. (1955)	106½	99½	98	— 3½
4% Guar.	106½	97	103	—
4% Deb.	110½	102	107½	—
5% Red. Deb. (1952)	110½	103½	106	—
L.N.E.R.				
5% Pref. Ord. ...	8½	5½	6	—
Def. Ord.	4½	2⅜	3	—
4% First Pref. ...	62½	49½	55	—
4% Second Pref. ...	33½	24½	28½	—
5% Red. Pref. (1955)	103	96	98	—
4% First Guar. ...	104½	95	100	—
4% Second Guar. ...	97	89½	92	—
3% Deb.	91⅜	82½	91	—
4% Deb.	109½	101	107	—
5% Red. Deb. (1947)	103½	100	101	—
4½% Sinking Fund Red. Deb. ...	106⅜	103	103½	—
SOUTHERN				
Pref. Ord.	79½	63	73½	+ 1½
Def. Ord.	27	20⅛	22⅜	+ ⅜
5% Pref.	124½	104	113½	— ½
5% Red. Pref. (1964)	117	107	109½	—
5% Guar. Pref. ...	135⅜	117	122½	+ 1
5% Red. Guar. Pref. (1957)	117	106½	109½	—
4% Deb.	117	104½	112	+ ½
5% Deb.	137	124	126½	—
4% Red. Deb (1962-67)	112	104½	106½	—
4% Red. Deb. (1970-80)	113½	104	107½	—
FORTH BRIDGE				
4% Deb.	106	103	103	—
4% Guar.	106	101	102	—
L.P.T.B.				
4½ "A"	125	117	123½	—
5% "A"	135	127	133½	—
3% Guar. (1967-72)	100	97½	100	—
5% "B"	125½	115	117½	—
"C"	70	58	62	— 1
MERSEY				
Ord.	37	31½	32	—
3% Perp. Pref. ...	72½	68½	70	—
4% Perp. Deb. ...	104½	104	103	—
3% Perp. Deb. ...	84	78½	81	—
IRELAND*				
BELFAST & C.D.				
Ord.	8⅛	6	7½	—
G. NORTHERN				
Ord.	34	24½	41¾	+ 1½
Pref.	52½	42¾	61	—
Guar.	80	68	88	—
Deb.	97½	87½	97½	—
IRISH TRANSPORT				
Common	—	—	93¼	+ 3
3% Deb.	—	—	101¾	+ ¾

* Latest available quotation

OFFICIAL NOTICES

Crown Agents for the Colonies

COLONIAL GOVERNMENT APPOINTMENTS.

APPLICATIONS from qualified candidates are invited for the following post:—

PERMANENT WAY INSPECTOR required by the Kenya and Uganda Railways and Harbours for one tour of 2 to 4 years in the first instance. Salary according to qualifications and experience in the scale £390-£480 a year, plus cost-of-living allowance which, on salary of £390, is £45 for a single man, £100 for a married man and £113 15s. for a married man with children. Free passages and quarters. Superannuation Fund. Candidates must have had sound general training in all sections of Permanent Way Work on a British or Colonial railway and have held the post of ganger or sub-ganger in charge of track maintenance on relaying operations. They must be able to keep muster rolls, stores records, and all simple permanent way returns.

Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, to the Crown Agents for the Colonies, 4, Millbank, London, S.W.1, quoting M/N/12634.

London and North Eastern Railway Company

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Proprietors of the London & North Eastern Railway Company will be held in the Board Room, Marylebone Station, London, N.W.1, on Friday, the 22nd day of February, 1946, at 12.30 p.m., for the purpose of electing an Auditor of the Company in the place of Mr. Alfred Ernest Jones, O.B.E., M.C., F.C.A., deceased.

Dated this 6th day of February, 1946.

By Order,
W. H. JOHNSON,
Secretary of the Company.

Marylebone Station,
London, N.W.1.

OLD-ESTABLISHED Manufacturers, Rolling Stock Equipment and Specialties, require Company with established railway connections, as Agents in Swindon/Gloucester area. Reply, Box No. F4, c/o *The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

A GOOD position is available for a Senior Draughtsman who has had experience in design of locomotive accessories. The applicant should have had practical training and be conversant with latest locomotive engineering practice. Write, stating age, experience and salary required, to Box No. F.8, c/o *The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

OFFICIAL ADVERTISEMENTS

OFFICIAL ADVERTISEMENTS intended for insertion on this page should be sent in as early in the week as possible. The latest time for receiving official advertisements for this page for the current week's issue is 9.30 a.m. on the preceding Monday. All advertisements should be addressed to:—*The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

Tecalemit Limited.—A final dividend of 12 per cent. has been declared by Tecalemit Limited, making a total of 18 per cent. for the year to July 31, 1945.

Channel Islands Air Services.—On February 1 Channel Islands Airways Limited restored a service between Guernsey and Alderney airports, operating one flight in each direction on Tuesdays and Fridays. The departure from Guernsey connects with the steamer from Southampton. In the reverse direction there are connections with air services from Guernsey to Southampton and London (Croydon).

G.W.R. London—Reading Service.—From February 4 a late night train leaves Paddington on weekdays at 10.45 p.m. calling at all stations to Reading, due 12.16 a.m. Connecting services are provided on the Uxbridge and Windsor branch lines. For the convenience of business men, a new train leaves Reading on Mondays to Fridays inclusive at 8.8 a.m., due Paddington 8.55 a.m. The train calls only at Slough, at 8.30 a.m.

Control of North Persian Railways.—It was reported from Teheran on January 30 that the Soviet military authorities had handed over to the Persian Central Government control of railways in the northern provinces of Azerbaijan, Mazanderan, and Kazvin, in accordance with the British-Soviet-Persian treaty. Railways in southern Persia, operated by the British and Americans during the period of aid to Russia, were handed over to the Persian authorities in June, 1945.

L.N.E.R. Continental Traffic Progress.—Since the L.N.E.R. Harwich—Hook of Holland service was resumed on November 14 last, over 10,000 passengers have travelled by this route. The majority have been business men, but many Dutch children have also been conveyed to and from Great Britain by the service. The importance of this trade route may be judged from the fact that Holland is prepared to send Great Britain this year about 200,000 tons of fresh vegetables and fruit produce, provided shipping space is made available.

Lichfield Accident, L.M.S.R.—A verdict of accidental death was returned at the adjourned inquest on the 20 persons killed in the accident at Lichfield, L.M.S.R., on January 1. A member of the Signal & Telegraph Engineer's staff is reported to have said in his evidence that the root cause of the accident was, he thought, altogether unprecedented in the history of railways in Great Britain. Some frozen ballast impeded the correct working of mechanism coupled to the facing point bolt, with the result that the latter was not completely withdrawn from the stretcher.

Increased G.W.R. Suburban Service.—Improvements in the G.W.R. suburban service between Paddington, Ealing, Southall, and Hayes will be made as from February 11. In addition to new auto train trips between these stations, the 2.48 p.m. Paddington to Southall (S.O.) will be extended to Hayes, and a new train for Hayes will leave Paddington on Saturdays at 3.32 p.m. There will be a similar increase in auto train service in the up direction, and a new train from Uxbridge to Paddington will be provided on Saturdays by extending the 2.25 p.m. from Uxbridge. On Sundays there will be four auto trains in each direction serving all stations between Ealing and Hayes .

L.N.E.R. Locomotive Renumbering.—The L.N.E.R. has decided to introduce a new scheme of locomotive numbering which will place all locomotives of the same type in numerical sequence. Tender engines will be numbered from 1 to 6,000, subdivided according to wheel arrangement; and tank engines from 7,000 upwards, similarly subdivided. The one exception will be the 4-6-4 tender engine, No. 10,000, which is to retain its present number. All electric locomotives will be numbered between 6,000 and 6,999. Although the scheme will not be carried out in its entirety at present, a beginning has already been made so that the new 4-6-0 class "B1" locomotives now being built by the North British Locomotive Co. Ltd. may be numbered in their appropriate sequence when placed in traffic.

Institute of Transport Metropolitan Graduate & Student Society.—The annual report for 1944-45 of the Institute of Transport Metropolitan Graduate & Student Society states that the total number of members recorded in the register at September 30, 1944, was 387. During the year under review 60 members joined, and 21 severed their connections with the Society. It is pointed out in the report that the twenty-fifth anniversary of the foundation of the Society will occur during the session 1946-47, and it is stated that the Committee is now considering how this shall be commemorated. The report records appreciation of the services to the Society of two former representatives of the Council of the Institute of Transport on the Society's Committee, Sir T. Eastaway Thomas and Mr. G. H. Brooks; of Mr. L. H. K. Neil, who has continued to represent the Council on the Society's Committee; and of the Secretary and staff of the Institute of Transport.

Contracts and Tenders

Commander M. Blood has been appointed London representative of the Darlington Forge Limited, with offices at Vickers House, Broadway, S.W.1.

Below is a list of orders placed recently by the Egyptian State Railways :—

British Oxygen Co. Ltd.: Rubber hose and sheeting.

Thomas Bolton & Sons Ltd.: Firebox tube plates.

Ericsson Telephones Limited: Telegraph and telephone material.

Automatic Telephone & Electric Co. Ltd.: Telegraph and telephone material.

Siemens Bros. & Co. Ltd.: Telegraph and telephone material.

George Spencer Moulton & Co. Ltd.: Rolling rings.

Gwynnes Pumps Limited: Injector valves, etc.

Stewarts and Lloyds Limited: Taps, syphons, flanges, etc.

Carborundum Co. Ltd.: Abrasives.

Turret Grinding Wheel Co. Ltd.: Abrasives.

Arthur Balfour & Co. Ltd.: Dies, taps, etc.

Thomas Firth & John Brown Limited: Twist drills.

J. Stone & Co. Ltd.: Electric material for train lighting.

Sun Electric Co. Ltd.: Rails, padlocks, etc.

George Angus & Co. Ltd.: Rails, padlocks, etc.

Buck & Hickman Limited: Clocks.

North British Locomotive Co. Ltd.: Locomotive spares.

National Gas & Oil Engine Co. Ltd.: Spares.

Docker Brothers: Magnesium chloride and fluorine powder.

Marconi's Wireless Telegraph Co. Ltd.: Telegraph and telephone material.

Forthcoming Meetings

February 13 (*Wed.*).—The Permanent Way Institution, at (Room 13) Ruskin House, Wellesley Road, West Croydon. 7 p.m. "Developments in Permanent Way Practice," by Mr. C. E. R. Sherrington, M.C., M.A.

February 14 (*Thur.*).—The Southern Railway Lecture & Debating Society, Chapter House, St. Thomas' Street, London Bridge, S.E.1. 5.45 p.m. "The Electrification of the Southern Railway," by Mr. S. B. Warder, M.I.Mech.E., M.I.E.E., Mem. A.I.E.E.

February 15 (*Fri.*).—The Institution of Mechanical Engineers, Storey's Gate, St. James's Park, London, S.W.1. 5.30 p.m. "High-Pressure Gear Pumps," by Mr. T. E. Beacham, B.Sc. (Eng.), M.I.Mech.E.

Railway Stock Market

Although international uncertainties affected sentiment earlier in the week, a firm undertone was maintained in stock markets, and business generally continued fairly active. British Funds remained strong, showing further gains in balance, and industrial shares tended to attract buyers in the hope that the next Budget may bring further reduction in taxes; it is being pointed out that a strong case exists for the abolition of E.P.T. A few colliery shares showed a partial rally following their recent decline, and electricity supply issues were aided by the increased Yorkshire Electric payment, while the higher South Metropolitan dividend helped gas companies' stocks. Steel shares tended higher, including Hadfields and United Steel, while a feature was a sharp advance of 1s. 6d. to 25s. in Barrow Haematite Steel on news that the company contemplates entering the cement manufacturing industry. Sharp gains in Borax Consolidated, and Burma Corporation, and rises in Rhodesian copper shares, were attributed to American buying.

Movements in home rails continued small and unimportant, although the general tendency was steady with attention centred on the first of the dividend announcements, that of the L.M.S.R. due this week. At one time sentiment was inclined to benefit from the suggestion that the Bill for transport nationalisation is unlikely to be presented until next year. This view is apparently based on the great weight of legislation, either in hand or proposed by the Government, which would seem to leave little room for the early presentation of other major measures if adequate opportunity is to be given for their discussion in Parliament. Nevertheless, the opinion is growing that the annual meetings of the railways will afford a valuable opportunity for presenting the case of the railways and their views as to a fair compensation basis for stockholders in the event of nationalisation. The near approach of the dividend announcements has shown markets to have remained of the opinion that dividends are unlikely to vary from those of 1944. Any increases could be only fractional with the control agreement still in force, and could arise only if it were decided to cut allocations to contingencies, which seems unlikely so long as liability of the railways and public utility companies in respect of war damage is not finally decided. If allocations to contingencies were discontinued, it is estimated that the dividends on L.M.S.R. ordinary and on L.N.E.R. second preference could both be increased by ½ per cent.

After receding, Great Western Ordinary firmed up to 54¼, which compared with 54¼ a week ago; the 5 per cent. preference reflected a little profit-taking, bringing the price back from 114½ to 113. On the other hand, Great Western guaranteed stock was maintained at 122 and the 4 per cent. debentures at 112. L.M.S.R. was 27¼, comparing with 27¼ a week ago; but the senior preference moved fractionally lower at 78½, and the 1923 preference eased from 56 to 55½. L.M.S.R. 4 per cent. and 5 per cent. debentures were maintained in price.

Among Southern stocks, the preferred has risen on balance from 72 to 73½, and the deferred from 22½ to 22¾; on the other hand the 5 per cent. preference receded from 114¼ to 113¼, although the guaranteed stock was a point up at 122 and the 4 per cent. debentures unchanged at 112. L.N.E.R. second preference reflected the better tendency in "junior" stocks, but at 28½ was unchanged on balance. L.N.E.R. first preference at 45½ lost half a point, and would seem undervalued in relation to L.M.S.R. 1923 preference. L.N.E.R. debentures remained at the same levels as a week ago. London Transport 4½ per cent. "A" stock strengthened further to 124, but the "C" was fractionally lower at 62½.

Argentine rails reflected profit-taking pending more definite news as to political developments in the Republic. Buenos Ayres Great Southern ordinary receded from 11½ to 10⅝; the 5 per cent. preference from 24¼ to 24½; the 6 per cent. preference from 18¼ to 17¾; and the 4 per cent debentures from 67 to 65¾. Buenos Ayres & Pacific consolidated debentures as 60 were the same as a week ago, but Buenos Ayres Western 4 per cent. debentures receded to 62 and Central Argentine 5 per cents. to 63, due to the general trend in this section. On the other hand, Central Uruquay stocks were good, with the second debentures up from 29½ to 33, and Entre Rios 4 per cent. debentures at 63 were also higher on balance. National Railways of Mexico 4½ per cent. 1957 stock rose to 20½, and Mexican Central issues were also higher. Canadian Pacific eased further to 26⅞.

Traffic Table and Stock Prices of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffic for week: Total this year	Traffic for week: Inc. or dec. compared with 1944	No. of Week	Aggregate traffics to date: Totals 1945/6	Aggregate traffics to date: Totals 1944/5	Aggregate traffics to date: Increase or decrease	Shares or Stock	Prices: Highest 1945	Prices: Lowest 1945	Prices: Feb 5 1946
				£	£		£	£	£				
South & Central America	Antofagasta	834	27.1.46	31,380	— 1,820	4	126,060	126,190	— 130	Ord. Stk.	12	8¾	11
	Arg. N.E.	753	26.1.46	ps. 267,900	—ps. 43,600	30	ps. 8,967,200	ps.8,932,900	+ ps. 34,300	,,	10	5¾	7
	Bolivar	174	Dec., 1945	5,142	— 803	52	58,245	63,997	— 5,572	6 p.c. Deb.	8½	5½	6½
	Brazil	—	—	—	—	—	—	—	—	Bonds	25	17	27½
	B.A. Pacific	2,771	26.1.46	ps.2,452,000	+ ps. 64,000	30	ps.65,001,000	ps.61,429,000	+ ps.3,572,000	Ord. Stk.	7	5	6
	B.A.G.S.	5,080	26.1.46	ps.4,470,000	+ ps. 38,000	30	ps.98,778 0 0	ps.94 387,000	+ ps.4,391,000	Ord. Stk.	13⅜	10½	10½
	B.A. Western	1,924	26.1.46	ps.1,323,000	+ ps.237,000	30	ps. 35,648,000	ps.33,521,000	+ ps.2,127,000	,,	12¾	9½	11
	Cent. Argentine	3,700	26.1.46	ps.3,492,250	+ ps.458,000	30	ps. 92,252,650	ps.85,920,800	+ ps.6,331,850	,,	9¾	7	7½
	Do.	—	—	—	—	—	—	—	—	Dfd.	5	2⅜	4
	Cent. Uruguay	970	26.1.46	46,805 +	8,483	30	1,155,425	1,002,201	+ 153,224	Ord. Stk.	7½	4	8½
	Costa Rica	262	Dec., 1945	19,635 +	9,527	26	169,664	121,331	+ 48,333	Stk.	16½	13	15
	Dorada	70	Dec., 1945	28,876 —	1,003	52	359,365	324,822	+ 34,543	1 Mt. Deb.	103	102	101½
	Entre Rios	808	26.1.46	ps.426,700 +	ps.14,400	30	ps 12,648,400	ps.11,844,600	+ ps. 803,800	Ord. Stk.	7½	4½	6½
	G.W. of Brazil	1,030	26.1.46	34,000 +	2,900	4	123,400	112,000	+ 11,400	Ord. Stk.	30/-	23/6	23/9
	Inter. Ctl. Amer.	794	Dec., 1945	$802,536 -	$182,230	52	$8,932,750	$7,447,799	+ $1,484,951	—	—	—	—
	La Guaira	22¾	Jan .., 1946	6,822 +	1,328	4	6,822	5,494	+ 1,328	5 p.c. Deb.	78	70	64½
	Leopoldina	1,918	26.1.46	60,939 +	14,896	4	206,593	175,194	+ 31,399	Ord. Stk.	4½	3½	4
	Mexican	483	21.1.46	ps.845,800	+ps.231,500	3	ps. 2,119,200	ps. 1,596,900	+ ps. 522,300	Ord. Stk.	¼	¼	1½
	Midland Uruguay	319	Dec., 1945	20,392 +	3,432	25	115,193	100,831	+ 14,362	—	—	—	—
	Nitrate	382	31.1.46	9,381 +	4,809	4	20,397	11,216	+ 9,181	Ord. Sh.	75/6	67/6	78/9
	N.W. of Uruguay	113	Nov., 1945	5,621 —	463	20	29,012	30,605	— 1,593	—	—	—	—
	Paraguay Cent.	274	18.1.46	£50,460 —	£10,755	29	£1,758,251	£1,759,583	— £1,332	Pr. Li.Stk.	79⅞	77	75½
	Peru Corp.	1,059	Jan ., 1946	146,583 +	930	30	996,061	914,951	+ 81,110	Pref.	10⅜	7⅞	9⅝
	Salvador	100	Nov., 1945	c 91,000 +	c 4,000	20	c 467,000	c 410,000	+ c 57,000	—	—	—	—
	San Paulo	153½	—	—	—	—	—	—	—	Ord. Stk.	60¾	50½	56½
	Taltal	156	Dec., 1945	3,200 +	810	26	15,520	15,165	+ 355	Ord. Sh.	17/-	10/6	15/-
	United of Havana	1,301	26.1.46	55,623 —	1,180	30	1,356,161	1,450,035	— 93,874	Ord. Stk.	3	1	2
	Uruguay Northern	73	Dec., 1945	1,830 +	267	25	10,894	8,887	+ 2,007	—	—	—	—
Canada	Canadian National	23,569	Nov., 1945	6,861,200 —	534,600	49	79,651,400	80,524,600	— 873,200	—	—	—	—
	Canadian Pacific	17,037	31.1.46	1,663,400 —	181,600	4	4,661,800	4,818,000	— 156,200	Ord. Stk.	24	14⅜	26¼
Various	Barsi Light†	202	Dec., 1945	23,677 +	7,207	37	222,022	203,115	+ 18,907	Ord. Stk.	131	123	120½
	Beira	204	Nov., 1945	66,158 —	20,626	8	136,746	165,333	— 28,587	—	—	—	—
	Egyptian Delta	607	10.12.45	20,607 —	1,979	37	437,730	481,700	— 43,970	Prf. Sh.	10	8⅛	7½
	Manila	—	—	—	—	—	—	—	—	B. Deb.	71	55½	73½
	Mid. of W. Australia	277	Nov., 1945	17,065 —	971	20	64,836	101,007	— 19,105	Inc. Deb.	97¼	85	85
	Nigeria	1,900	24.11.45	92,839 —	6,266	34	1,944,202	2,199,250	— 255,048	—	—	—	—
	Rhodesia	2,445	Nov., 1945	501,077 —	40,457	8	1,017,489	1,059,033	— 41,544	—	—	—	—
	South African	13,301	15.12.45	1,101,920 +	55,664	40	37,530,165	33,750,937	+ 3,779,228	—	—	—	—
	Victoria	4,774	Oct., 1945	1,314,455 +	22,288	—	—	—	—	—	—	—	—

† Receipts are calculated @ 1s. 6d. to the rupee